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A Submariner as C-in-C Portsmouth

ONCE COMMANDED H.M.S. INDOMITABLE

IT has been announced that Admiral Sir Alexander Bingley, G.C.B., I.O.B.E., Commander-in-Chief, Portsmouth, for the past year, is to be relieved next February by the present Commander-in-Chief, Home Fleet, Admiral Sir Wilfrid Woods, K.C.B., D.S.O. Admiral Woods is being relieved by Admiral Sir Charles Madden, Bt., K.C.B.

No statement has yet been made concerning the future appointment of Admiral Bingley. During his comparatively short appointment as Commander-in-Chief, Portsmouth, Admiral Bingley, and Lady Bingley, have made many friends in and around Portsmouth, and their departure will be regretted.

Admiral Woods is well known in the Portsmouth area, having specialised in submarines as a young officer. He entered the Navy in 1919 and was appointed Staff Officer Operations at Blyth shortly after the war broke out. He was in command of H.M. Submarine Triumph in the Mediterranean in 1940-41 and was awarded the D.S.O. and Bar for the sinking of a U-Boat and damaging the Italian cruiser Bolzano.

He was two years on the staff of the Commander-in-Chief, Mediterranean, and then commanded the old Centurion which took part in the Normandy landings, becoming a "blockship" in the Mulberry Harbour.

Sir Wilfrid was promoted Captain in 1945, serving for two years as Captain 3rd Submarine Squadron at Rotherham, and then going to Fort Blockhouse as Chief of Staff to the Flag Officer Submarines.

COMMAND OF A CARRIER

Service at the Admiralty followed and after attending the Imperial Defence College he took command of the aircraft carrier, H.M.S. Indomitable, relieving an officer who sub-

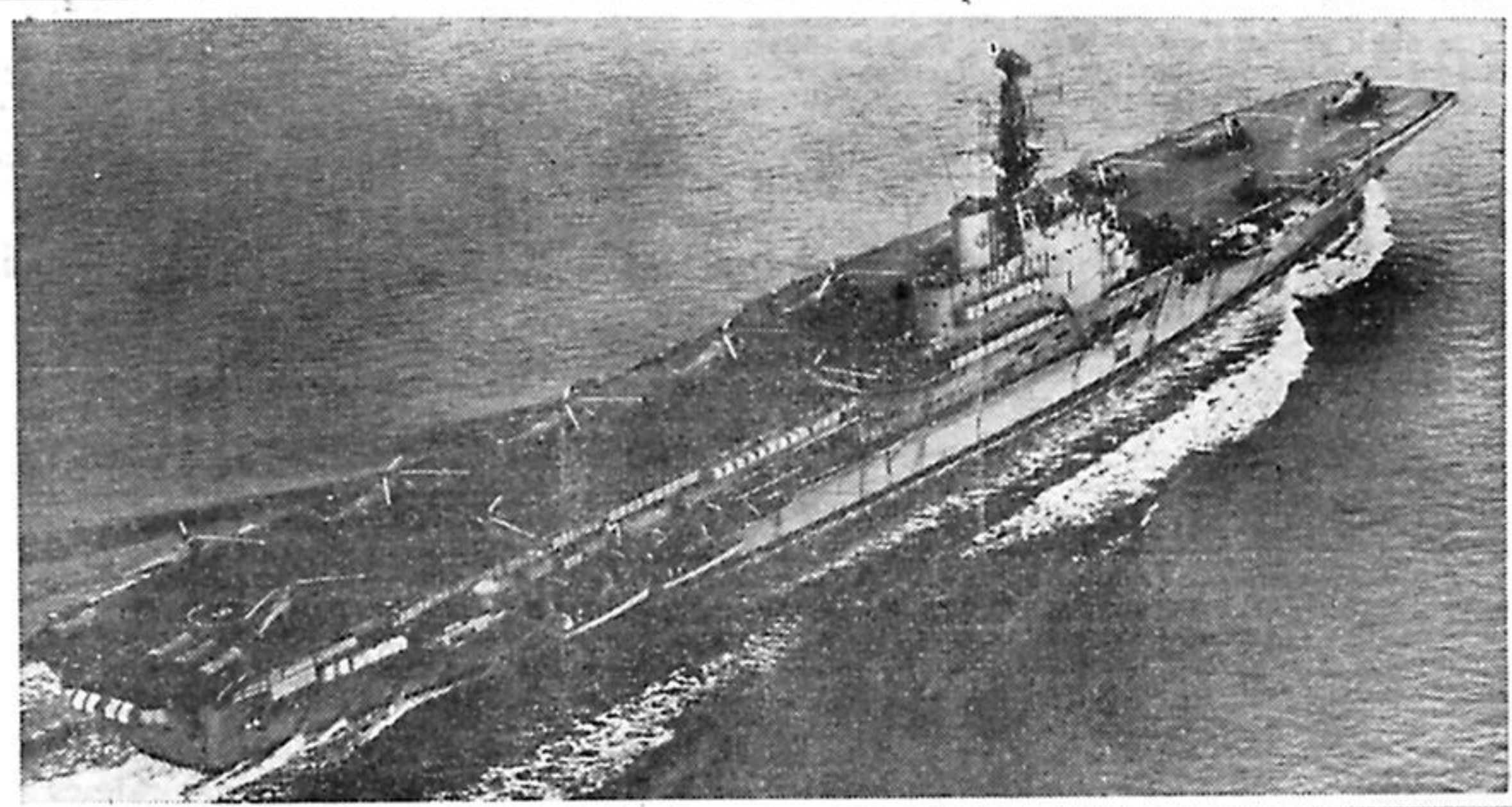
sequently became Commander-in-Chief, Portsmouth, Admiral Sir Manley Power.

From Indomitable Admiral Woods again relieved Admiral Power, this time as Chief of Staff to the Commander-in-Chief, Mediterranean, with the rank of Commodore, First Class. This was in 1953 and two years later he was promoted to the flag rank.

From 1955 to 1957 Admiral Woods was Flag Officer Submarines and when he left he took up the appointment of Deputy Supreme Allied Commander Atlantic in Norfolk, Virginia.

In July 1960 he hoisted his flag in H.M.S. Tyne as the Commander-in-Chief, Home Fleet. Several ships in the Home Fleet have worn his flag since that time, but only for fairly short periods, for the Commander-in-Chief's permanent headquarters are now at Northwood, Middlesex.

Admiral Woods was appointed C.B. in 1957 and was knighted in the Birthday Honours in 1960.



Commando ship shows her paces

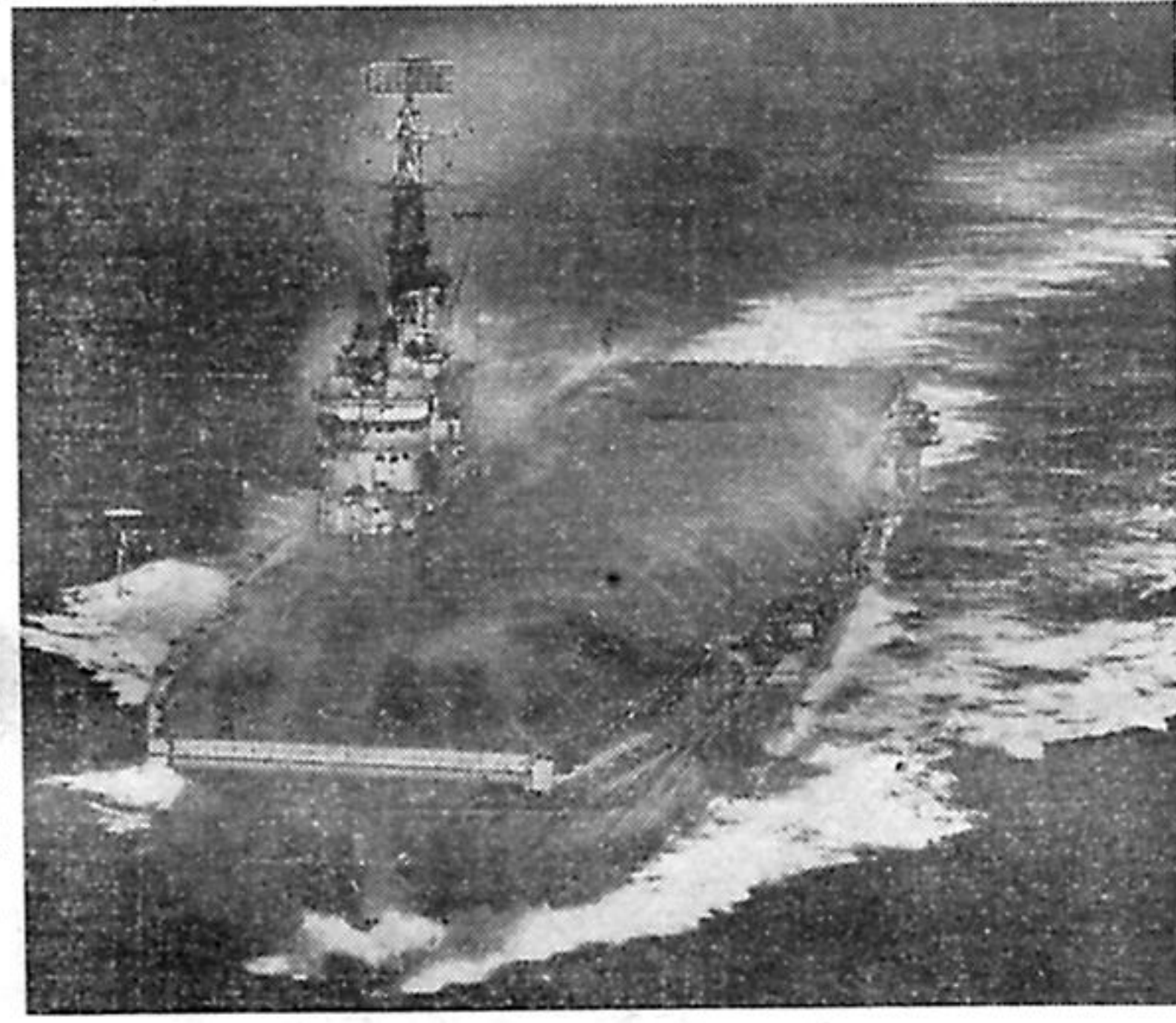
H.M.S. Albion, Britain's second commando ship, has now completed her trials after her conversion, and will sail from Portsmouth on November 3 to relieve H.M.S. Bulwark east of Suez. Bulwark is due home in December.

The conversion, which it is estimated cost about £2,000,000, finished last July when the ship commissioned.

These two photographs were taken during the recent trials. The one on the right showing what appears to be an umbrella over the flight deck was taken during "pre-wetting" trials, used to wash down all surfaces should the ship have sailed through "fall-out" areas.

CAN CARRY COMMANDO

The commando ships can carry a full strength commando which can be landed, complete with equipment,



wherever required. Stores and fuel to support commandos in active operations on shore are carried and, by means of the ship's helicopters and landing craft, the men can be re-embarked speedily.

Bulwark, the first commando ship to serve with the Royal Navy, commissioned in January, 1960, and has been

based on Singapore since the summer of that year. Albion has been converted in a manner similar to Bulwark, but a number of improvements have been embodied and she is able to carry a larger military force.

It is expected that the two ships will pass each other somewhere in the Red Sea.

Large fleet at Plymouth

FROM October 19 to 29 all available ships of the Home Fleet were assembled at Plymouth for the one occasion in the year when they can be spared from their normal duties to visit one port, in company, for both "business" and pleasure purposes.

The assembly of nearly 30 cruisers, destroyers, frigates, and Royal Fleet Auxiliaries began arriving at Plymouth on October 19, and during the assembly the Commander-in-Chief, Home Fleet (Admiral Sir Wilfrid Woods, K.C.B., D.S.O., and Bar), flew his flag in the cruiser H.M.S. Lion (Capt. I. L. M. McGeoch, D.S.O., D.S.C.). This was the last occasion on which Admiral Woods had most of his Fleet together in one place. In January, 1963, he is being relieved by Admiral Sir Charles Madden, Bt., K.C.B., the present Commander-in-Chief, Plymouth.

Opportunities were taken during the 10 days to hold numerous meetings, examination boards, inspections and technical discussions between the staff of the Commander-in-Chief, Home Fleet, and ships' officers. As a relaxation from the duties involved in a Fleet Assembly, there was a full programme of sporting events in which the larger ships of the Fleet competed against squadrons of the smaller ships. Soccer, rugby and hockey knock-out matches and individual events for Home Fleet championships in basketball, boxing, shooting, swimming and golf took place daily.

Submariners' successful trials

THE team of submariners which undertook a series of trials in the Mediterranean to test new techniques for free-ascend, as reported in the October issue of "Navy News," have concluded their work, gaining a considerable experience.

Those of the team carried out a series of practical escapes from H.M. Submarine Tiptoe employing the current British Buoyant ascent method and the "hood" which enables the escaper to breathe "trapped" air during passage to the surface.

Escapes, which were made to investigate the problems involved in

escaping from a submarine sunk in deep water, were made from as deep as 260 feet down, and it has been stated that no authentic escape has ever been made from such a depth.

The photograph shows the team aboard H.M.S. Tiptoe. Left to right, standing, Lieut.-Cdr. B. O. Forbes, R.N., (Commanding Officer, H.M.S. Tiptoe), Capt. H. R. B. Newton, D.S.C., R.N. (Captain, Submarines and Minesweepers, Mediterranean), Surgeon Lieut.-Cdr. E. E. P. Barnard, R.N., Mr. D. Taylor (Admiralty Civilian Officer), Lieut.-Cdr. L. D. Hamlyn, R.N., C.P.O. P. Cadogan, Surgeon Lieut. H. M. Parson, R.N., P.O. D. Rosson, P.O. R. James. In front—C.P.O. L. Crossman, P.O. L. Stokes and P.O. R. Stoopman.



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Navy News

EDITOR.

Lieut. (S) H. R. Berridge, R.N. (Retd.)
Royal Naval Barracks, Portsmouth
Tel.: Portsmouth 22351 (Ext. 72194)

EDITORIAL

THE recent series of courts martial which followed the collision between H.M. Ships *Ursa* and *Battleaxe*, and in which *Battleaxe* was so badly damaged that she will have to be scrapped, highlight the immense responsibilities which rest on the shoulders of captains, officers and men throughout the Service.

When at sea and, come to that, almost everywhere in the Navy today, officers and men have responsibilities which they discharge with commendable speed and efficiency. Very, very occasionally an accident occurs. The infrequency of accidents of the magnitude of the *Ursa/Battleaxe* one is an indication of the awareness of officers and men of these responsibilities.

In each ship the captain has the overall responsibility for the safety of his ship—and of the men in her—but each man has his separate area of responsibility.

The engine room rating can cause damage resulting in repairs costing thousands of pounds if he goes about his work carelessly; those responsible for electrics can endanger men and material if they do not follow their instructions most carefully; the look-out men, the boats' crews, the gunnery ratings—all have responsibilities which, if not carefully watched, can result in damage, and perhaps loss of lives.

From the earliest days in one's career in the Service this sense of responsibility is inculcated in every man. He is taught his responsibilities to his mess mates, to his ship mates and to the Royal Navy and it is a matter for congratulation to those responsible, for this training means that despite the high speed so necessary in every department of a ship to sail and fight her, that accidents are few and far between.

Throughout the Service every officer or man, Admiral of the Fleet or ordinary seaman, has a trust for which he is answerable and if, at all times, that trust is carried out to the best of one's ability, remembering all the time that each and every one is a cog in the wheel of progress, each cog making for smooth progress and efficient running then, although accidents will still occur, the numbers of them will be small and their consequences such as not to merit self-accusation.

Should Sports and Social Funds be supported by individual subscriptions?

SIR—For many years I have been associated with the administration of Welfare Committees, some wealthy, others not and it has often occurred to me that if more money was available for the pleasurable things of life how much more contented we should be, particularly those who give up so much of their time in voluntary capacities to organise the social and recreational activities of our Service life.

We cannot disagree that a vast amount of money is made available to the Fleet in some form or another—Admiralty Welfare Grant, Nuffield Trust, N.A.A.F.I. Surplus—apart from the provision of recreational facilities,

their upkeep, expedition training and many other pleasant activities for which the Service bears the cost.

Now this is all very well until one considers the variable assets of Welfare Funds which largely depend on income from N.A.A.F.I. rebate and private enterprise. Welfare Funds are called upon to meet, in the main, the financing of a wide variety of social and recreational activities, not only within the ship or establishment concerned but to support command and Navy sports associations. Money is also devoted to many worthwhile causes such as our own service clubs, children's homes and charitable institutions.

LIMIT TO WELFARE FUNDS

There is a limit to the extent some Welfare Funds can meet these financial obligations—the wealthy have no real problem but the poorer find it extremely difficult to budget for the ever increasing demands on their limited, perhaps fixed incomes. We tend to accept the activities of the Welfare Committee suspiciously not knowing the financial implications which confront decisions and often give rise to unfair criticism when money is not voted for some specific individual interest.

The need for more non-public money therefore appears desirable to supplement Welfare Funds but the vexed question is, where is the money to be found and from which source? Now this is the point I wish to make which is the concern of many who are

facied with administering our leisure activities.

The social and sports activities of any civilian body are financed by the employees—agreed the management provide essential buildings and facilities—but the individual helps to subscribe to his particular enjoyment.

Is it not time, therefore, we in the Navy helped in some small measure to finance our leisure activities by subscribing to a central fund?

FOOD FOR THOUGHT

It is not intended at this juncture to propose details but to offer food for thought in this era of general prosperity and expanding individual recreational interests.

The scheme envisaged is a small *per capita* levy deducted at source which would be paid to a central fund. This would mean every officer and rating subscribing either on a sliding or fixed scale monthly. A large proportion of this money would be credited to Welfare Funds, based on complement, so that everyone would then be helping to contribute towards the activities of his ship/establishment, thus improving the financial position and widening the scope of amenities.

The remainder of the money in the central fund could well be used to support the activities of Navy sports associations through the R.N. & R.M. Sports Control Board to give better financial aid to ships commissioning and to assist other forms of general leisure pursuits.

SHOULD EVERYONE HELP?

This scheme has the advantage of equitably subscribing money for the social and recreational needs of the Fleet, particularly Welfare Funds which, without prejudice, provide leisure amenities for the benefit of ships' companies. The idea is not entirely new but is mentioned for your

deliberation; it has been talked about in many circles but what is your view? Do you feel every officer and rating should help financially support their Welfare Funds and the various recreational activities of the Navy?

Should we not pay a small sum monthly towards our sports and social clubs which, after all, is the prime function of our Welfare Committees and Navy Sports Associations? I think we should but do you? The Royal Marines practise this form of self help without protest. Think it over, it's worth some thought. Yours, etc., MINT. (Name and address supplied to the Editor.)

He fought at Trafalgar

SIR—Following a recent death in my family a copy of John Bunyan's "Pilgrim's Progress" has come into my possession. On the flyleaf is written "Capt. H. West H.M. Ship Africa 1805."

The book came into the family from a Capt. West, who was in the Navy, and who died, to the best of my knowledge, during the early years of this century. He was retired, and I understand, a bachelor living in the Jesmond Dene area of Newcastle. I have heard it said that this captain was related to the West named in the book.

I am well aware that service in the Navy is a tradition in many families, and I feel sure that should there be a serving relative of the Capt. West of 1805 he, or perhaps she, would like to have this book, which incidentally is in a very good condition. If you are able to trace a relative, I will be most pleased.—Yours, etc., J. A. GARNETT, 145 Breamore Road, Ilford.

A.A. GUNS IN 1914

SIR—Reference the letter on page 3 of your September, 1962 edition, headed "An A.A. Gun at the Dardanelles." I am under the impression that all the ships of the 1914 Channel Fleet fitted a 12-pdr. gun as an A.A. gun on their after capstan early in the war.

H.M.S. *Implacable* was one of that fleet. We certainly fitted such a gun on our after capstan in H.M.S. *London*—Capt. J. G. Armstrong, Gunnery Officer, Lieut. R. D. Binney.

I am almost sure that we fired ours in the direction of a Hun aircraft that was having a "snoop around" as we lay in Sheerness on Christmas Day, 1914.

Perhaps some other member of the *London's* Wardroom or Gunroom will remember and confirm or refute this statement.

If too many confirm it, in another 20 years I shall probably be claiming a hit!—Yours, etc., C. F. H. CHURCHILL, Captain, R.N. (ret'd.), Ponterwyd.

DRAFTING FORECAST—YOUR NEXT SHIP

- Notes (i) The term U.K. Base Port means the port at which a ship may normally be expected to give leave and refit. Portsmouth (C) indicates ships administered by Portsmouth but which will normally refit and/or give leave at Chatham.
- (ii) As ratings are normally detailed for overseas service about four months ahead of commissioning date, and for home service about two months ahead of commissioning date, this should be borne in mind when preferring requests to volunteer to serve in a particular ship.
- (iii) It is emphasised that the dates and particulars given below are forecasts only and may have to be changed—perhaps at short notice.
- (iv) Ships in which Locally Entered Cooks (S), Cooks (O) or Stewards are to be borne in lieu of U.K. ratings are to be indicated as follows: (A)—All Cooks (S), Cooks (O) and Stewards; (B)—Cooks (S), other than one P.O. Cook (S), all Cooks (O) and all Stewards; (C)—Cooks (O) and Stewards only; (D)—Cooks (S) only; (E)—Leading Cook (S) and Stewards only; (F)—Cooks (S) and Stewards only.

SUBMARINE COMMAND

H.M.S. *Narwhal*, November 16, at Devonport, for 2nd S/M Squadron, at Devonport.

H.M.S. *Truncheon*, December 7, at Rosyth, for 2nd S/M Squadron, at Devonport.

GENERAL

H.M.S. *Devonshire*, November 1, at Birkenhead for Home Sea Service, General Service Commission, January, 1963, Home/Med. U.K. Base Port, Portsmouth (A).

H.M.S. *Carysfort*, November 8, at Gibraltar, L.R.P. complement, Local Foreign Service.

H.M.S. *Striker*, November 15, at Gibraltar, for Foreign Service (Middle East), Amphibious Warfare Squadron (B).

H.M.S. *Eastbourne*, November 15, at Rosyth, L.R.P. complement.

H.M.S. *Leopard*, November 22, at Portsmouth for General Service Commission, South America and South Atlantic/Home (21 months), 7th Frigate Squadron, U.K. Base Port, Devonport.

H.M.S. *Tenby*, November 26, at Chatham, for Home Sea Service,

17th Frigate Squadron, U.K. Base Port, Portsmouth.

H.M.S. *Albion*, November, Changes Classification to Foreign Service (Far East).

H.M.S. *Dampier*, December 1, at Singapore, for Foreign Service (Far East) (A).

H.M.S. *Pellaw*, December 4, at Rosyth, for Home Sea Service, 2nd Frigate Squadron, U.K. Base Port, Portsmouth.

H.M.S. *Murray*, December 13, at Rosyth for trials, Commissions for Home Sea Service March 5 (tentative date), Second Frigate Squadron, U.K. Base Port, Devonport.

H.M.S. *Laleston*, mid-December, at Hythe, for Home Sea Service, 3rd M/S Squadron, Commission vice Kirkliston, U.K. Base Port, Portland.

H.M.S. *Scarborough*, December 31, at Portsmouth, L.R.P. complement.

H.M.S. *Duchess*, January 3, at Portsmouth, for Foreign Service (Far East), 5th Destroyer Squadron, Transfers to 24th E.S. April, 1963 (A).

H.M.S. *Diamond*, January 3, at Chatham, for General Service Commis-

sion, Med./Home, 5th Destroyer Squadron, U.K. Base Port, Portsmouth, Transfers to 23rd E.S. February, 1963 (A).

H.M.S. *Diana*, January 3, at Devonport, for General Service Commission Home/East of Suez, 5th Destroyer Squadron, Transfers to 22nd E.S. February, 1963, U.K. Base Port, Devonport.

H.M.S. *Cambrian*, January 3, at Devonport, for General Service Commission, Home/East of Suez, Transfers to 22nd E.S. February, U.K. Base Port, Portsmouth.

809 Squadron, January 8, at R.N. Air Station, Lossiemouth, Strike H.Q. Squadron, Buccaneer, Home Sea Service.

No. 829 Hampshire Flight, January 8, R.N. Air Station, Culdrose, Home Sea Service, General Service Commission, May, 1963, (Tentative date), For H.M.S. Hampshire, Wessex.

H.M.S. *Bastion*, January 21, at Bahrain, for Foreign Service (Middle East) Amphibious Warfare Squadron (F).

H.M.S. *Alert*, January 24, at Singapore, Foreign Service (Far East) (A).

H.M.S. *Gurkha*, January 29, at Southampton for Home Sea Service, Commission, March, 1963, for General Service Commission, Home/Middle East (18 months), 9th Frigate Squadron, U.K. Base Port, Rosyth (B).

No. 829 Devonshire Flight, January, General Service Commission for H.M.S. Devonshire, Wessex.

H.M.S. *Hampshire*, January (may be delayed) at Clyde for Home Sea Service, General Service Commission, May, 1963 (tentative date), Home/East of Suez (length under consideration), U.K. Base Port, Portsmouth (A).

H.M.S. *Loch Killisport*, February 1, at Singapore for Foreign Service (Far

East), Captain (F), 3rd Frigate Squadron (A).

H.M.S. *Eskimo*, February 19 (tentative date), at Cowes for Home Sea Service, General Service Commission, May, 1963, Home/Middle East (18 months), 9th Frigate Squadron, U.K. Base Port, Portsmouth (B).

H.M.S. *Plymouth*, February 21, at Devonport, for General Service Commission, East of Suez/Home, 22nd E.S. U.K. Base Port, Devonport.

H.M.S. *Rhyl*, February 21, at Portsmouth, for General Service Commission, Med./Home, 23rd E.S. U.K. Base Port, Portsmouth (A).

H.M.S. *Troubridge*, February, at Malta, L.R.P. complement, Local Foreign Service.

H.M.S. *Manxman*, February, at Chatham, Steaming crew, Home Sea Service, Local Foreign Service from date of sailing (Far East) (A).

H.M.S. *Chichester*, February, at Chatham, L.R.P. complement.

H.M.S. *Bulwark*, February, at Devonport, L.R.P. complement.

H.M.S. *Grafton*, end February, at Chatham, L.R.P. complement.

H.M.S. *Zest*, March 1, at Malta for trials, Home Sea Service.

H.M.S. *Hartland Point*, March 1, at Singapore, for Foreign Service (Far East) (A).

820 Squadron, March 5, at R.N. Air Station, Culdrose, (Service under consideration), Victorious, Wessex.

H.M.S. *Ursa*, March 7, at Devonport, for General Service Commission West Indies/Home, 8th Frigate Squadron, U.K. Base Port, Devonport.

H.M.S. *Tartar*, March 12, at Devonport for Home Sea Service, General Service Commission, April (tentative date), Home/Middle East (18 months), 9th Frigate Squadron, U.K. Base Port, Devonport.

(Continued on page 3, column 1)

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Drafting is not a soul-less machine-made job.

FEARS are expressed from time to time that the drafting of men is a soul-less job — that men are drafted just as a machine dictates.

Although there is a machine room in the office of the Commodore Naval Drafting at Haslemere—a room with complicated machines which punch holes and sort cards with a rapidity which beats the eye, the facts and figures produced by the machines are only a means of getting the right man into the right job at the right time.

The Commodore Naval Drafting (Commodore R. Hart, D.S.O.) and his staff of 203 (20 officers, 102 naval ratings, mainly of the Supply and Secretariat specialisation and Communication ratings) and 81 civilians, are for ever conscious that they are dealing with men, not machines; that fairness in drafting is essential; that over a pensionable career all men of similar rating have approximately the same amount of shore, Home Sea Service and Overseas Service.

THREE TYPES OF SERVICE

Space precludes of a full explanation of the whys and wherefores of drafting in this issue of "Navy News," but basically there are three types of service—Overseas Service (which includes General Service Commissions, Home Sea Service and Home Port Service).

It must be emphasised that General Service Commissions are, in fact, Overseas Service, and every month spent in a ship, whether the ship happens to be at home or abroad, means that the men concerned are clocking

up a roster adjustment which will benefit them when they are next due for United Kingdom based service.

This type of commission is probably the cause of many questions, particularly when ships are spending time at a port in the United Kingdom different from which some of the men may have their homes. Naturally these men take advantage of coach trips home, and may pass coaches with men going to the place from which they themselves came and coming, possibly, from the place to which they are going. If it can be brought home to all who think this journeying is uneconomic and maddening, and that these men are on Overseas Service and that they might very well be in Singapore, Tokio, Malta, Washington, and so on, then they will realise that they are lucky to be getting a chance to get home.

NOT PUSH-BUTTON DRAFTING

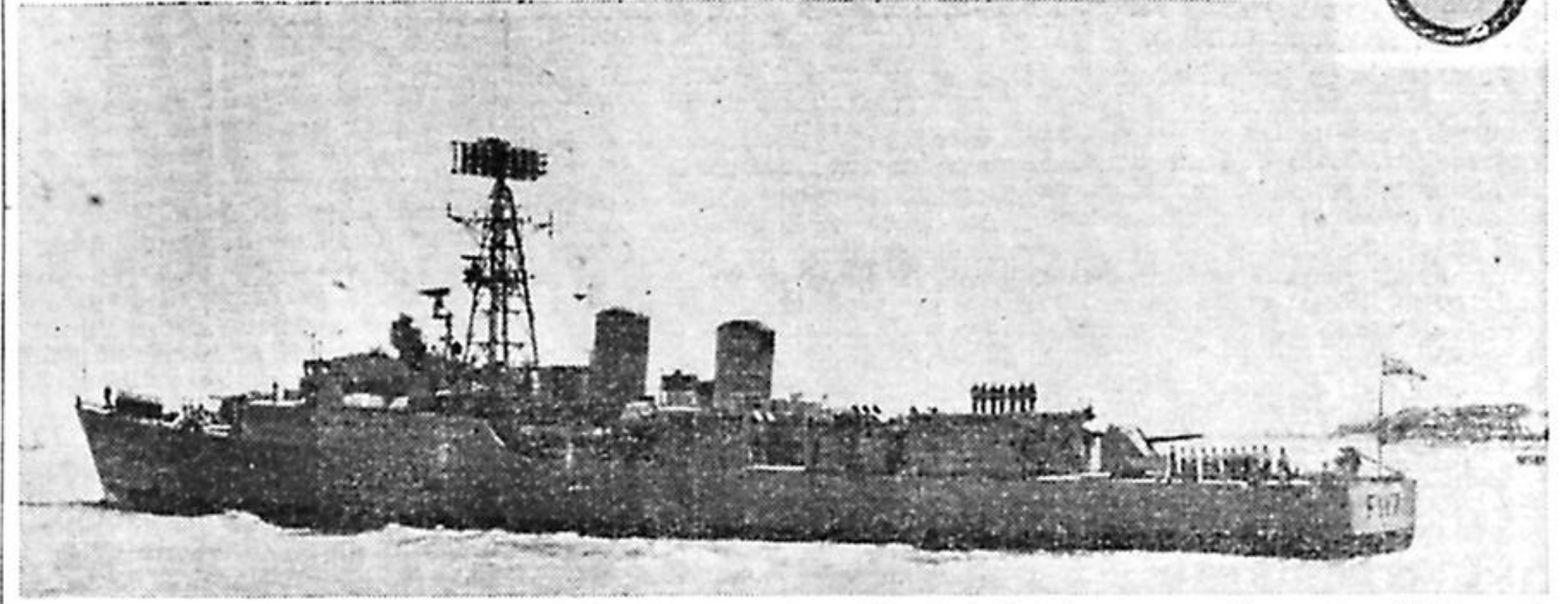
In a future article it is hoped to be able to go fully into the drafting procedure, but in this short article it is desired to emphasise the *personal* nature of drafting. It is *not* a push-button effort.

Men can help themselves too. Each man, some months before he is due to return to the United Kingdom on completion of Overseas Service (or a General Service Commission) has to complete a Drafting Preference Card. On this he has to state, among many other things, his personal preference for drafting. This should be completed most carefully and one's

SHIPS OF THE ROYAL NAVY

H.M.S. Ashanti

No. 84



preference clearly stated, for it is on this preference that ratings are drafted to U.K. billets. It must be kept up to date. If, through marriage or movements of one's home a different preference area is desired, then the Commodore Naval Drafting must be informed. He has no crystal ball.

If a rating has asked for Plymouth area, then marries a Portsmouth girl and wishes to spend his U.K. based time in Portsmouth, it is no use having a moan if, not having altered his preference he finds himself in the Plymouth area.

In this connection remember drafts are arranged some time ahead and it is no use altering one's preference one day and expect a draft accordingly the next.

DRAFTS 55,000 MEN

The Commodore Naval Drafting is responsible for the drafting of some 55,000 men and his aim is to give four months' notice of draft for overseas and six to nine weeks for Home Sea and Port Service jobs.

Each month the numbers of men of each category required for jobs overseas four months hence is produced. Each Drafting Officer—and there are Drafting Officers for Seamen, Engineering, Electrical, Supply and Secretariat, and for Communication and Sick Berth ratings—ascertains the number of billets he is required to fill. In deciding which rating fills which billet, the Drafting Officer takes account of the previous service, any special factors and any preferences stated by the rating, it being Commodore Naval Drafting's aim to give ratings as wide a variety of jobs as possible in the course of their careers.

But—and this is the vital point—when a man reaches the top of the roster for overseas, then overseas he will go. No strings can be pulled—no "dodging the column"—no "jumping the queue." His draft may be delayed on urgent compassionate grounds recommended to the Commodore Naval Drafting by the Welfare Authority, but directly the period of compassionate delay has expired then, the man still being on top of the roster, goes overseas.

N.B. Impress on your wives, relations, friends, that a General Service Commission is regarded as Overseas Service. You won't be believed when you are on short week-ends in your home town, but it is a fact which may help to avoid misunderstandings about naval drafting.

SHIPS OF THE ROYAL NAVY

POSTCARD photographs of the following H.M. Ships may be obtained from the Editor, "Navy News," R.N. Barracks, Portsmouth, price 6d. each, which includes postage.

Theseus, Bulwark, Ocean, Eagle, Centaur, Glasgow, Kenya, Newcastle, Albion, Ark Royal, Loch Killisport, Diana, Taciturn, Daring, Chevron, Zest, Vanguard, Murray, Cumberland, Scorpion, Liverpool, Apollo, Lynx, Salisbury, Sheffield, Girdle Ness, Maidstone, Newfoundland, Warrior, Britannia, Bermuda, Victorious, Corunna, Alamein, Vigo, Tyne, Jutland, Talent, Palliser, Explorer, Porpoise, Redpole, Gambia, Tiger, Russell, Dainty, Protector, Undine, Defender, Dartington, Carron, Whitby, Eastbourne, Torquay, Mounts Bay, Belfast, Hermes, Armada, Yarmouth, Lion, Hartland Point, Leopard, Token, Chichester, Echo, Loch Fada, Tenby, Puma, Blake, Excalibur, Troubridge, Rhyl, Camperdown, Oberon, Cachelot, Blackpool, Berwick, Diamond, Acheron, Layburn, Scarborough, Sea Lion and Falmouth

OUR 84th Ship of the Month is the general purpose frigate of the Tribal class, H.M.S. Ashanti, built by Yarrow & Co. Ltd., of Scotstoun, Glasgow, being launched on March 9, 1959, and completed for trials on August 22, 1961.

Displacing 2,700 tons (full load), the Tribals are 360 feet in length (o.a.) and have a beam of 42½ feet. Complement is about 250 officers and men.

The Editor is always pleased to consider for publication "Letters to the Editor." Contributors, must however, give their name and address—not necessarily for publication—as evidence of good faith.

close range ship-to-air guided missile launchers.

Ashanti has a new and revolutionary type of propulsion machinery and the principle is that of steam and gas turbines geared to the same propeller shaft. The advantages of this combination are that the gas turbine can be used as a booster at the higher powers and, what is more important, it can enable the ship to get underway at a few minutes notice when steam is not available.

H.M.S. Ashanti has been on trials for well over a year and, when these were nearing completion, whilst the ship was in the Caribbean and undergoing what was scheduled to be a 12 hours culminating steam trial, a failure occurred which necessitated the abandonment of the trials and the return of the ship to the United Kingdom.

The frigate, commanded by Capt. D. Hepworth, R.N., cost about £5,000,000 to build. The other Tribals are Eskimo, Gurkha, Mohawk, Nubian, Tartar and Zulu.

The Royal Navy now has six Oberon Class submarines in service—the Orpheus, Oberon, Odin, Olympus, and Onslaught and Otter.



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DRAFTING FORECAST (cont'd)

H.M.S. Jaguar, March 14 (tentative date), for General Service Commission, Home/South Atlantic and South America. 7th Frigate Squadron, U.K. Base Port, Portsmouth.

H.M.S. Lowestoft, March 21 (tentative date), at Chatham, for General Service Commission, Med./Home, 23rd E.S. U.K. Base Port, Portsmouth (A).

H.M.S. Daring, March (tentative date), at Devonport, Increase from C. & M. Party to L.R.P. complement.

H.M.S. Russell, April, at Rosyth, L.R.P. complement.

H.M.S. Tiger, April 2, at Devonport for Home Sea Service, General Service Commission, February, 1964, Home/East of Suez, U.K. Base Port, Devonport (A).

H.M.S. Decoy, April 11, at Devonport, for General Service Commission Home/Med./East of Suez, 21st E.S. U.K. Base Port, Devonport (A).

H.M.S. Berwick, April 11, at Portsmouth, for General Service Commission Home/East of Suez, 21st E.S. U.K. Base Port, Portsmouth.

H.M.S. Lynx, April 18, at Chatham, for trials, Commissions May 30 for General Service Commission Home/South Atlantic and South America, 7th Frigate Squadron U.K. Base Port, Portsmouth.

H.M.S. Anzio, April 19, at Gibraltar, for Foreign Service (Middle East) (B), Amphibious Warfare Squadron.

No. 829 Kent Flight, May, at R.N. Air Station, Culdrose, for Home Sea Service, General Service Commission, October, 1963 (tentative date), For H.M.S. Kent, Wessex.

H.M.S. Puma, May, Portsmouth, L.R.P. complement.

H.M.S. Centaur, May, at Portsmouth, Service under consideration, U.K. Base Port, Portsmouth.

H.M.S. Redoubt, May 31, at Bahrain for Foreign Service (Middle East), Amphibious Warfare Squadron (F).

H.M.S. Messina, June 7, at Bahrain for Foreign Service (Middle East), Amphibious Warfare Squadron (B).

H.M.S. Kent, June 27 (tentative date), at Belfast for Home Sea Service, General Service Commission, October, 1963 (tentative date), Home/East of Suez, U.K. Base Port, Portsmouth.

H.M.S. Dalrymple, June (tentative date), at Devonport for Home Sea Service, U.K. Base Port, Devonport.

H.M.S. London, June (may be delayed) at Wallsend-on-Tyne for Home Sea Service, General Service Commission October, 1963 (may be delayed), East of Suez/Home, U.K. Base Port, Portsmouth.

H.M.S. Berry Head, June, at Chatham, for trials.

No. 700H Squadron, June (tentative date), at R.N. Air Station, Culdrose, I.F.T.U. Wasp.

H.M.S. Victorious, July 3, at Portsmouth, Service under consideration, U.K. Base Port, Portsmouth.

H.M.S. Vidal, July, at Chatham, for General Service Commission, West Indies, U.K. Base Port, Portsmouth.

No. 829 London Flight, July, at R.N. Air Station, Culdrose, for Home Sea Service, General Service Commission October, 1963 (may be delayed), For H.M.S. London, Wessex.

H.M.S. Mowhawk, July (may be delayed), at Barrow for Foreign Service, General Service Commission August, 1963 (may be delayed), Home/Middle East (18 months), 9th Frigate Squadron, U.K. Base Port, Portsmouth.

H.M.S. Meon, July 26, at Bahrain for Foreign Service (Middle East), Amphibious Warfare Squadron (B).

M.M.S. Blackpool, August, at Chatham, L.R.P. complement.

H.M.S. Relentless, September 5, at Rosyth for trials, Commission March, 1964, for Foreign Service (Far East) from date of sailing, 3rd Frigate Squadron, Transfers to 26th E.S., December, 1964 (A).

bers present, but the majority were those over 50—over 70.

I was speaking to one shipmate who is well over 70 and has been Standard Bearer of his branch for about 17 years and has attended every annual reunion as such, although he lives over 70 miles from London.

I would like to appeal, through the pages of "Navy News," to the younger members of the association to make every effort to attend the future annual reunions, especially the parade, remembering it as an honour and proud privilege for all of us to have served in the Royal Navy, so that when we have "passed on" the annual reunion will still be a great, and perhaps an even greater, occasion.—Yours, etc., H. H. BELL, Weymouth Branch.

The Royal Naval Benevolent Trust gave assistance in more than 3,000 cases in Portsmouth alone during the past year.

A PENSIONER FOR 43 YEARS

SIR.—Please find enclosed cheque for 8s. for renewal of NAVY NEWS subscription.

It may be of interest that my father, C.P.O. Edwin Cole, who retired from the Royal Navy in 1919 after serving in H.M.S. Hercules through the 1914-18 War, passed on on September 29, one week after his 88th birthday.

The British Legion, with Standard, attended the funeral, also two of his grandsons, P.O. J. R. Uglow and P.O. B. R. Uglow, both of Portsmouth Division.—(Mrs.) N. L. UGLOW, Hertford.

Nelson and big business 17th CENTURY TITHE BARN IS NOW COLLEGE CHAPEL

FOR their 1962 celebration of Trafalgar, the Officers of H.M.S. Pembroke decided it was appropriate to honour a group of gentlemen who have done distinguished work on the Navy's behalf—the Council of Management of the White Ensign Association.

This association is presided over by some of the most eminent men in our country's affairs—top stockbrokers and bankers, heads of large building and insurance societies, etc., who have given up a great deal of their own time and money to guiding the financial affairs of serving and retired officers and men. These experienced and expert gentlemen all have a tremendous admiration for the Royal Navy and they have expressed this in the concrete shape of the White Ensign Association, by making readily available the very best advice on house purchase, insurance, investments, etc., to anyone with a Naval background.

IN GOOD VOICE

On Trafalgar Night, therefore, the freshly decorated wardroom echoed with some very important voices as "Hearts of Oak" followed the port. There was, for instance, the firm tenor of Mr. Leopold de Rothschild, descendant and present day representative of one of the most famous of all banking families. He is also director of the Sadler's Wells Trust and the National School of Opera. In good voice, too, was Mr. Lewis G. Whyte, probably the best known expert on investment in the world. He is the founder of Investment Trust Units and

director of the London and Manchester Assurance Company.

Two other charming and delightful gentlemen of the White Ensign Association joining in the celebrations were Mr. J. Scrimgeour, C.M.G., O.B.E., and Capt. A. R. Glen, D.S.C., R.N.R. Mr. Scrimgeour is one of the "Top Ten" stockbrokers, and a guiding light of the association. Capt. Glen, who carried out many secret wartime missions in enemy held countries, is an important shipbroker.

PREVIOUS COMMODORE PRESENT

The chairman of the association, Admiral Sir John A. S. Eccles, G.C.B., K.C.V.O., C.B.E., proposed the toast to the immortal memory, and, in his speech, referred nostalgically to his own days as Commodore of the old Royal Naval Barracks, Chatham. It was immensely gratifying to him, as well as many officers present, that the traditional joy of honouring our greatest Admiral had in no way been affected by the transition of Naval Barracks to H.M.S. Pembroke.

The secretary of the White Ensign Association, Cdr. C. B. Lambe, D.S.O., D.S.C., and assistant secretary, Cdr. A. Aitken, completed the party.

DAMERHAM SAILORS HAD 'FREEDOM OF VILLAGE'

IN April of this year, an event of sad importance to the villagers of Damerham, in Hampshire, occurred some 6,000 miles away in Singapore. On the 17th of that month, the Inshore Minesweeper H.M.S. Damerham entered the Far East Reserve after four years in commission in, and around, Hong Kong.

During this period, and despite the distance that separated them, a liaison had sprung up between the village and the ship. The Damerham school-children had maintained an enthusiastic correspondence with "their" sailors and the school presented the ship with a large silver cup.

When the one unhappy event of the ship's commission occurred—that of being rammed by a larger vessel—the villagers immediately expressed their concern for their minesweeper and its crew, and subsequently their annoyance at the offending frigate.

VILLAGE "EN FETE"

Having paid off, the Ship's Company returned to the United Kingdom and dispersed and it was only after considerable correspondence and time that a reunion was arranged. On September 15, the ship's last captain, Lieutenant J. P. Gunning, R.N., headed a team of six ratings who met at a nearby hostelry and then drove over to the village.

The school and village were en fete in honour of the ship and, from 3 p.m. until 10 that night, the sailors virtually had the freedom of the village.

The reception committee was headed by the rector, the Rev. Moles, Mr. Wilding, an ex-sergeant, Royal Marines, and Mrs. Wilding, the schoolmistress. This trio had arranged and co-ordinated a full and festive programme.

Some or all of the naval contingent took part in a game of village cricket, rounders with the children, community singing, old time dancing, a variety stage show and endless party games. On their part, the sailors put on a film show of the ship and her Far Eastern activities which was well received.

Similarly, the attendance of Damer-

ham's Chinese cook, Lai Shui Kwong, was a great success. His oriental views on everything from cooking to religion and marriage were eagerly sought and his Chinese signature was much in demand.

SILVER CUP RETURNED

After a preliminary exchange of short speeches, Lieutenant Gunning returned the silver cup to Damerham School. Suitably inscribed, it will now remain as a competitive trophy until a Damerham re-commission.

It was a most successful day and the last remnants of H.M.S. Damerham finally departed, regretting the end of the liaison, whilst the villagers again expressed the wish that their name ship would not be allowed to lapse but that either she or her successor would soon re-commission.

Christmas is coming and in order to help people serving in ships abroad the well-known firm of C. H. Bernard & Sons Ltd., of Harwich, Essex, have again produced a splendid gift catalogue. Tastefully produced, the gift catalogue illustrates thousands of items suitable as gifts for children, wives, parents—in fact every one is catered for.

WHEN the Royal Naval Engineering College was at Keyham its tiny chapel was probably the Cinderella of the Naval Colleges' chapels, although it stood high in the affections of many engineer officers to whom it was a place where they had found God and been found of him during their training there.

With the move to Manadon after the war, the chapel, like the living accommodation for the officers under instruction, was a prefabricated hut. Now "O.U.I." for the most part, live in the Navy's most imposing wardroom block, and they and engineer officers who had passed through Keyham or Manadon decided that a permanent and worthy chapel should grace the other fine buildings of the College.

HAD BEEN USED AS A GARAGE

It happened that the oldest building on the estate was a rather decrepit 17th-century tithe barn which had been utilised as a garage until it was suggested that this could be made into a place of worship. Only the twin rows of columns and the end walls, built, like the columns, of local stone, remained under a roof which needed soon to be renewed.

The Admiralty agreed to restore the barn and build side walls, windows and floor—in effect to provide the "hull" of the chapel. This work was designed by Navy Works, Devonport, and accomplished under their direction.

For the interior, and for consultation



The Chapel of SS. John and James in the Royal Naval Engineering College, Manadon.

on the fabric, so far as the appearance of the chapel was affected, Mr. Robert Potter of the firm Potter and Hare, which was responsible for the restoration of St. Nicholas's Church, H.M.S. Drake, and St. Anne's in Portsmouth Dockyard after war damage, was asked to give his advice and help. (Mr. Potter was also architect of the magnificent Church of the Ascension, Crownhill, on the borders of the college grounds.) He has designed all the interior fittings and the appearance of the inside of the chapel therefore owes much to him.

GIFTS BY ENGINEER OFFICERS

Individual items of furniture, made to Mr. Potter's design, many of them in Devonport Dockyard and some in the college workshops, were given by engineer officers, past and present, of

CRIPPLED CHILDREN GET TV SETS H.M.S. Hartland Point's generosity

ONCE again the men of the Royal Navy have given pleasure to the youngsters—this time in Singapore. H.M.S. Hartland Point (Capt. J. S. Le Blanc-Smith, R.N.), gave a party for crippled children of St. Andrew's Hospital, and found that the children were enthusiastic stamp collectors. A fund was started to buy stamps for the children.

The fund flourished, and the ship's company of H.M.S. Hartland Point, in addition to buying stamps, bought two television receivers complete with aerials, in anticipation of the new TV service which commences in Singapore this October.

A second party for the children was arranged and the crippled

children were surprised when the captain presented not only the two television sets, but also 66 chairs, subscribed for by the officers and ship's company.

"CUSTARD PIE" COMEDIES

At the party the children were given a two-hour closed circuit show of films by the firm supplying the sets. The films consisted of Charlie Chaplin and Laurel and Hardy "custard pie" comedies, and the roars of laughter and the clapping from the children was sufficient indication that when the television programmes start in Singapore, the crippled children of St. Andrew's will have many hours of enjoyment through the generosity of H.M.S. Hartland Point.

the Royal Navy and Commonwealth Navies, and by establishments, both Naval and Military, with connections with the college.

An excellent pipe organ by Heles and bought by the New Church Fund is installed in the "west" gallery, which also holds the choir.

The Chapel was dedicated to St. John and St. James on January 3, 1962.

With the "marriage" of the engineering and electrical branches of the Navy, and the subsequent expected increase in numbers of the Royal Naval Engineering College, it can be foreseen that the present chapel will be too small for its congregation before very long, but two side aisles could be added without destroying the proportions, or the atmosphere, of the present lovely building. A Chapel Improvement Fund remains open, and contributions still arrive, for further embellishments.

Tasmania welcomes Ark Royal man

WHEN H.M.S. Ark Royal visited Fremantle, one of the ship's company was able to visit an uncle who had served for 32 years in the Royal Navy.

Tactical Communication Operator N. Feek, of Walton-on-Thames, received an invitation from his uncle living in Hobart, Tasmania, some 3,000 miles away.

Leave was granted and Feek flew to Tasmania where he was feted and made a guest of honour at a dinner given for him at the Navy Memorial House, Hobart.

At the Navy Memorial House the visitor was shown a letter written by Nelson at Sheerness to Lieut. Lloyd Pascoe, later Nelson's flag lieutenant at Trafalgar.

NEW CHAPEL DEDICATED

H.M.S. TERROR's new Chapel of St. George was dedicated by the Chaplain of the Fleet, the Venerable Archdeacon John Armstrong, C.B., O.B.E., Q.H.C., Th.L., on September 19 in the presence of a full congregation.

The Captain of H.M.S. Terror (Capt. G. O. Roberts, Royal Navy) took part in the ceremony by requesting the Archdeacon formally to set aside the building for the worship of Almighty God.

The Fleet Chaplain, Far East, the Rev. Raymond Lowe, M.A., and the new Chaplain of H.M.S. Terror, the Rev. Hugh Levinge, A.K.C., also took part in the service.



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Admiral satisfied with state of Lion

TRIALS FINISHED

SINCE H.M.S. Lion's last contribution to the "Navy News" the ship has been at sea for full power and gun functioning trials. The trials were successfully completed, the performance of "A" turret reflecting great credit on the mounting's crew who had put in many hours of additional work during the refit.

The first two of a series of lectures on current affairs, arranged by the S.I.O., Instr. Lieut.-Cdr. K. Tucker, R.N., were given by guest speakers. First, Alderman F. Stott, J.P., a former Lord Mayor and at present a Dockyard Welfare Officer, spoke of the work of a Justice of the Peace and recounted some of his experiences as a City Magistrate. Secondly, Mr. Best-Harris, the City Librarian, spoke in more general terms of the City of Plymouth, with particular reference to the current rebuilding programme and future plans for development.

A party of 14 R.N.S.R. officers visited the ship on October 3. They

were shown round the ship and later entertained to dinner in the wardroom. On Monday, October 15, the Commander-in-Chief, Admiral Sir Charles Madden, carried out his official post refit inspection of the ship, and expressed himself satisfied with all that he had seen.

IMPRESSIVE COURSE

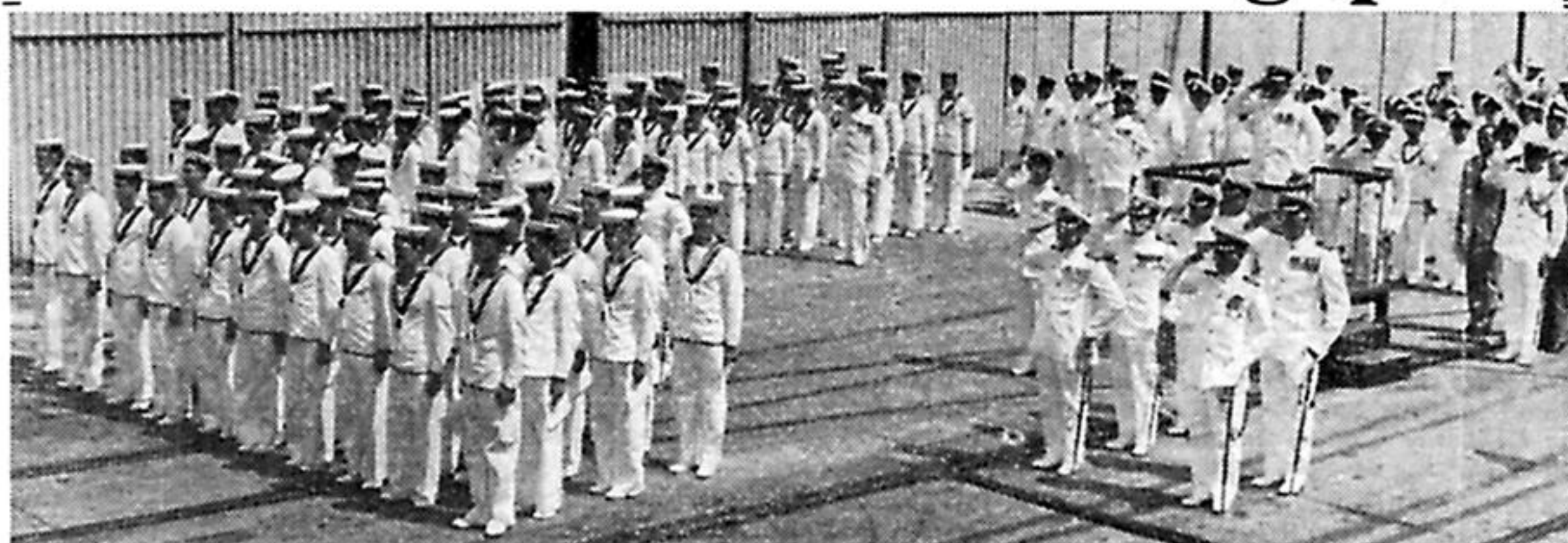
A large proportion of the Ship's Company has done the one-day fire-fighting course at Tamerton Foliot. Although this activity involves close contact with flames, soot, water and foam, the course is both impressive and informative.

Sporting affairs have got off to a good start. The Inter-Part Swimming Gala was won by the Weapons Radio Department, with the Seamen second. Ordnance Artificer Smith, Able Seaman Read, and Leading Stores Assistant (S) Venn, who are all Navy swimmers, competed.

Several soccer matches have been played. The Devon County Local Police team was beaten 7-1, 43 Commando team was beaten 4-3 and the match against H.M.S. Ursa was a draw-3 goals each.

H.M.S. Decoy was beaten at hockey 1-0, after a very hard game.

Caesar commissions at Singapore



H.M.S. Caesar (Capt. B. D. O. MacIntyre, D.S.C. and Bar, Royal Navy), recommissioned for a foreign service commission on the Far East Station on October 1, the new ship's company flying out to Singapore in two flights arriving on September 29 and 30. The ceremony was attended by the Commander-in-Chief, Far East Station (Admiral Sir David Luce, K.C.B., D.S.O. and Bar, C.B.E.), and the Civil Lord of the Admiralty, Mr. C. I. Orr-Ewing, O.B.E., M.P.

ADVANCEMENTS

CONFIRMATION has been received that the following have been advanced to the Chief Petty Officer or Chief Artificer rate:

To Chief Petty Officer
JX 646076 E. Walker, JX 216443 C. W. Purkiss, JX 160023 I. C. Bearne, JX 716374 I. Evans, JX 712818 F. G. Beamish, JX 371940

L. J. Payne, JX 800991 F. Taylor, JX 246206 N. Chandler, JX 849072 N. Wood, JX 712672 D. G. Bullock, JX 660425 G. W. Tinker, JX 660692 R. J. Feasey, JX 161799 L. K. Harry, JX 901645 R. E. Smith, JX 667213 H. H. Thompson, JX 149089 D. L. Thompson, JX 161654 S. D. Hassall, JX 159988 A. T. Townsend, JX 760327 C. L. Roberts, JX 712510 W. J. Gladwish.

To Stores Chief Petty Officer (S)
MX 775566 E. Behagg, MX 860220 J. V. Elcome.

To Chief Petty Officer Cook (S)
MX 848031 R. C. Cooke, MX 804089 R. Siddle, MX 763760 P. B. Eyre.

To Chief Petty Officer Steward
LX 771032 N. G. Ashton, LX 803570 E. J. M. Gilmartin.

To Chief Petty Officer Cook (O)
MX 851892 P. Pallister.

To Master at Arms
MX 804035 G. Mackenzie, MX 804274 G. F. Eaton.

To Chief Petty Officer Writer
MX 888342 M. J. Jenkins.

To Chief Radio Communication Supervisor
JX 795749 W. Burnett, JX 160846 R. W. G. Lawes, JX 581924 B. Snell, JX 660625 G. J. Kesteven.

To Acting Chief Engine Room Artificer
MX 778311 G. W. Simmonds, MX 888003 G. Hurt, MX 857499 H. M. Bootle, MX 857794 J. L. R. Shaw, MX 857965 M. J. Donaghey, MX 888037 M. J. Price, MX 693402 P. B.

Dammarell, MX 667775 N. H. Simmons.

To Acting Chief Mechanician
KX 892115 W. Harrison, KX 790226 W. J. Houghton, KX 891385 F. D. Watton.

To Acting Chief Ordnance Artificer
MX 887678 P. Hoy.

To Chief Petty Officer Electrician
MX 745949 R. W. Leuty, MX 712904 W. H. Thorne, MX 863092 J. Gorton, MX 868744 B. A. Cox, MX 844858 R. Riley, MX 892655 P. Yaxey.

To Chief Shipwright Artificer
MX 718394 W. F. Harman, MX 863846 R. Trower, MX 901326 E. G. B. Duguid.

To Chief Petty Officer Engineering Mechanic
KX 844115 E. Humphreys, KX 740641 L. S. Pitt, KX 84984 S. P. Wells, KX 840913 C. F. King.

To Acting Chief Electrical Artificer
MX 888569 H. Davies, M 958060 P. R. Day, MX 855764 I. B. Manning.

To Acting Chief Electrical Mechanician
MX 846460 D. P. Christie, M 660922 F. Christophers.

To Acting Chief Radio Electrical Artificer
MX 888514 B. M. Jones.

To Acting Chief Radio Electrical Mechanician
MX 834813 E. H. Shorey.

To Chief Communications Yeoman
JX 712222 V. J. Head, JX 646175 P. Johnstone, JX 802830 R. Purvis.

To Chief Wren Writer (Pay)
78156 E. M. Howard.

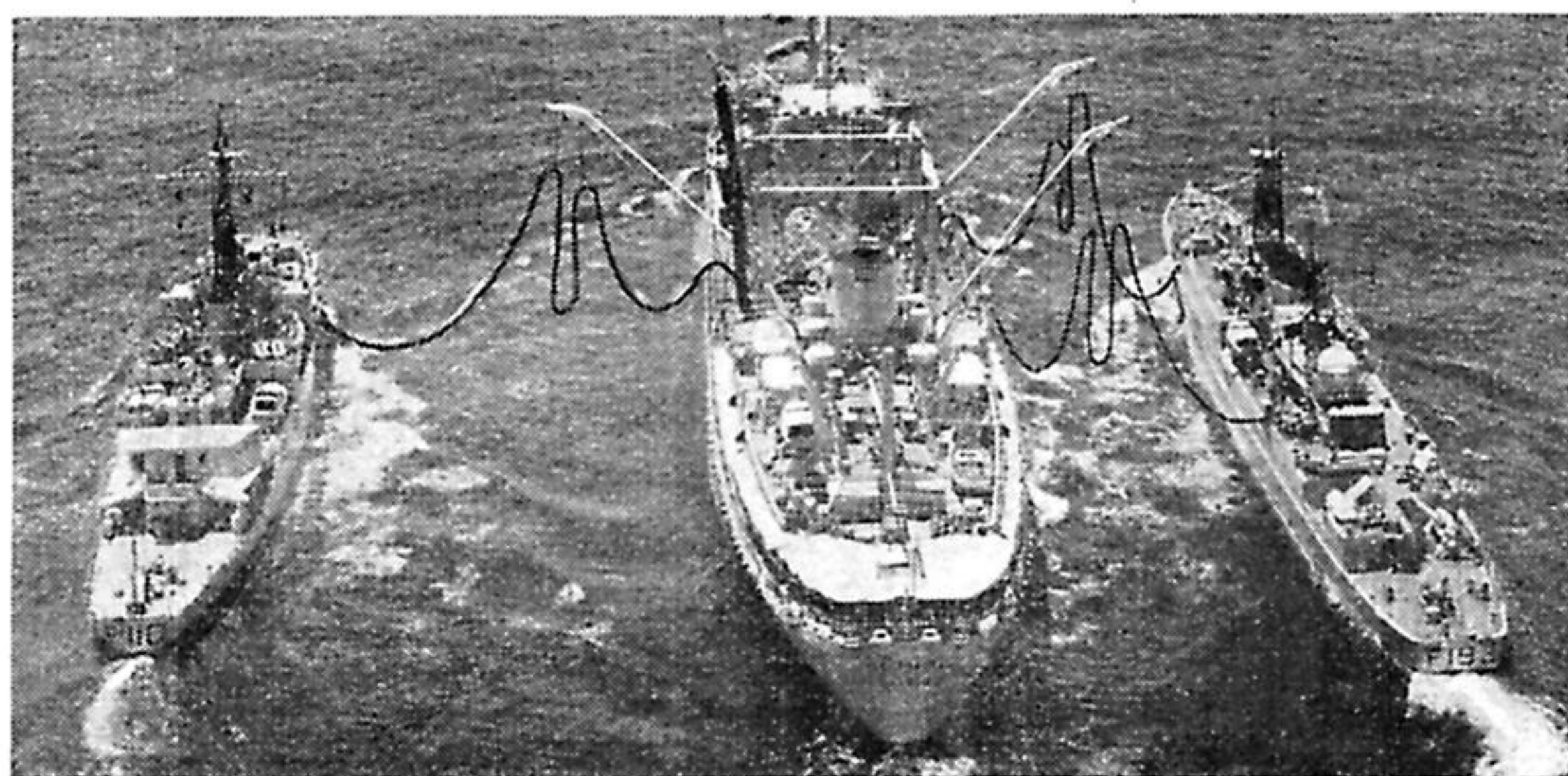
To Acting Chief Aircraft Artificer (O)
L/FX 669449 D. K. Lee.

To Acting Chief Aircraft Mechanician (O)
L/FX 879254 J. A. Johnson.

(Continued on page 12, column 3)



As reported in the October issue of "Navy News," H.M.S. Lion entertained officers and men who served in the battle cruiser Lion of First World War fame. The picture above shows Admiral of the Fleet Lord Chatfield talking to the "Old Lions." Also shown are Admiral of the Fleet Earl Mountbatten of Burma, Capt. I. L. M. McGeoch, Royal Navy (Commanding Officer of the present cruiser), and Major-General T. H. Birkbeck, Assistant Colonel-in-Chief, the King's Own Royal Border Regiment.



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From two rooms to an Operational Base for Minesweepers

GLENER SINKS A GERMAN SUBMARINE

THE term "Naval Port Party" came into being about 1940/41 when Naval Parties were in and out of the seaports of Mersa Matruh, Bardia, Tobruk, Derna and Benghazi during the fluctuations of the early Desert battles. Later the term was adopted for universal use, to cover all those officers and men under training as Port Parties designate for particular port overseas.

The first port I had to organise as a Naval Base, from scratch, was Ardrossan, on the West coast of Scotland for which, in peace time, I held a "Dormant Appointment" as Naval Officer in Charge, Ardrossan and Minesweeping Officer, Clyde Area. Other ports on the Ayrshire coast, at Irvine, Troon and Ayr, which had docking, shipbuilding, repair and boiler cleaning facilities, also came under my wing.

I had no special training to help cope with what became a very responsible post, as Ardrossan became the Operational Base for the Minesweeping and Seaward Defence of the Clyde Approaches. I had to rely on my own experience. I had been retired for nearly two years, but from 1935 onwards I took refresher courses in A/S and Minesweeping and I kept in close touch with technical advances. It had been my good fortune to have carried out prolonged experiments with new weapons.

Having been a manager in a large company for a number of years I had gained quite a good knowledge of administration and with the guidance of the King's Regulations and Admiralty Instructions I awaited coming events. On the civil side I had undertaken a strenuous A.R.P. course at Fairfield, Gloucestershire and had become an A.R.P. Instructor in my spare time.

A 'DUMMY RUN'

In 1938 the Munich crisis acted as a dummy run. I was able to sight Ardrossan Harbour and make a few contacts. With the return of Mr. Chamberlain from Munich and his famous state-

ment "Peace in our time" the public, in the British style, grasped at this straw and relapsed into complacency. Interest in all voluntary organisations connected with the defence of the country, flopped, at least for quite a time, but at the end of six months, a new spirit was awakened. The man in the street had become alive to a dangerous situation, and interest in all matters of defence was quite enthusiastic.

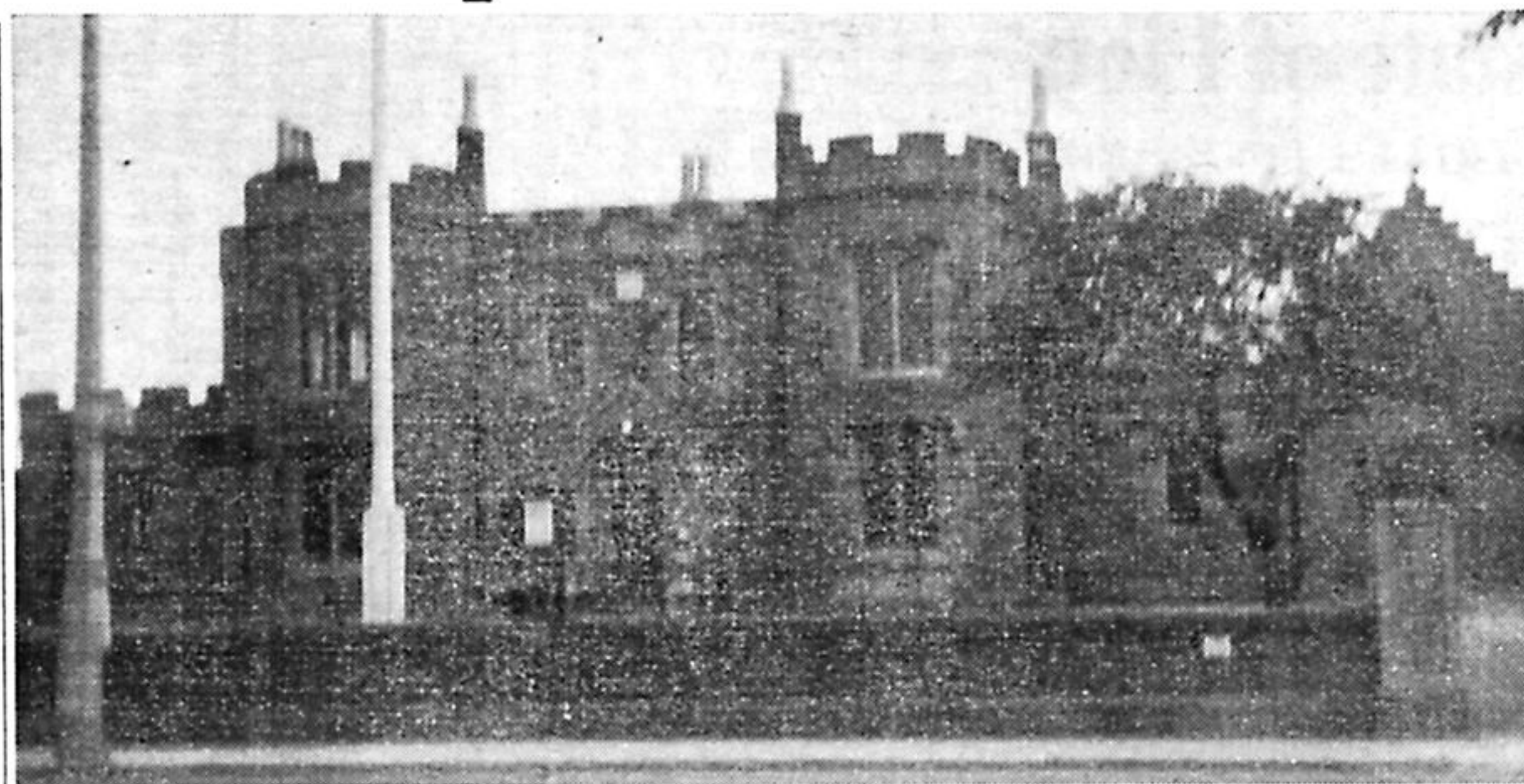
'JOIN IN PLAIN CLOTHES'

On August 25, 1939, whilst at business, I received a telegram from the Admiralty, ordering me to proceed to Ardrossan. "Join in plain clothes," it read, "but take your uniform with you."

On August 27 I reported to Rear-Admiral Campbell, Flag Officer, Clyde (with whom I had served on the China Station) and thence to Ardrossan, in readiness to assume my duties. Two small rooms had been allocated, one as an office, the other for setting up a telephone exchange and a general enquiries office.

I was not in a position to give any instructions and I therefore took the opportunity to survey the harbour, jetties, berthing facilities and the Dockyard, calling on the Managers and Heads of Departments to enable us to get to know each other. A certain amount of office equipment, previously indented for, had already arrived.

Meanwhile tension was increasing until, on Sunday, September 3, 1939, the Prime Minister broadcast to the nation that a state of war existed between the United Kingdom and Ger-



H.M.S. Fortitude—the Naval Barracks at Ardrossan, Ayrshire—1939 to 1945.

many. He sounded as if he was a sad and disillusioned man.

IN UNIFORM AGAIN

Now, I was to don my uniform and take up my duties in earnest. Little did I realise that I would be in uniform for a period of six and a half years and serve my country in all parts of the world.

Ardrossan harbour was small but compact, enclosed within two breakwater arms. There were no anchorage berths. The navigable part of the harbour merely constituted a wide channel from the entrance through the

SOME TEMPORARY NAVAL BASES AND PORT PARTIES 1939-1945

by

Capt. H. F. Waight, O.B.E., R.N. (retd.)

breakwater which led to a deep draught berth for petrol tankers and other jetties and tidal basin. On the waterfront was fitted a caisson, which formed the entrance to a large wet dock which was under Dockyard supervision.

There were several building slips and quite a number of berths around the perimeter. Both the Dockyard and Harbour wet docks were liberally fitted with powerful cranes, and there was a railway network which facilitated the discharge of cargoes into railway trucks, or the transporting of heavy machinery into the dockyard. The approach to the harbour was difficult and a pilot service was used.

This then is an outline of the port which was to be converted into a Naval Operational and Repair Base. It came within the orbit of Defended Ports, and it had to be wired in and security measures introduced.

TRAWLERS ARRIVE

Within a few days a number of trawlers, converted to Minesweepers, reported for duty. These were formed into a Flotilla, and at once took up the duties of daily sweeping the buoyed channel, from the boom at Greenock to the Mull of Kintyre—a distance of approximately 40 miles.

To begin with there were many breakdowns and delays. The sweeping speed was about six knots. It became necessary to form the 'sweepers into Divisions and to use Campbelltown and Lamash harbours as temporary bases.

Sweeping the channel was only one aspect in connection with the seaward defences of the Clyde Approaches. Quite a large number of yachts and large trawlers fitted as A/S vessels reported for duty. These were formed into Divisions and it became possible to patrol continuously the Clyde Approaches with A/S vessels. The periods on patrol extended over four days, with two at rest in harbour. Additional patrols were established to seaward of the Combraes, and an inner patrol, from Combraes to the boom at Greenock.

MINES LAID

The Admiralty had issued a warning to shipping of an extensive minefield established from the mainland near Ayr to the Island of Arran. Entrance to Clyde through the minefield was controlled by two Gate Ships. The North Channel and the area adjacent to the minefield was patrolled by one of the three A/S sloops attached to Ardrossan, either H.M.S. Jason, H.M.S. Kingfisher or H.M.S. Gleaner.

The personnel of the Ardrossan base, and the crews of all vessels operating from the port were borne on the books of H.M.S. Spartiate, the base ship at Glasgow. This led to complete administrative chaos. It was decided, therefore, that Ardrossan was to become an Independent Command and appropriately enough was named H.M.S. Fortitude.

The initial staff of three, the Naval Officer in Charge, Secretary and Telephonist had been overwhelmed with the demands made upon them. The sudden influx of 50 Auxiliary Vessels to administer meant a rapid increase in personnel and offices.

DANCE HALL REQUISITIONED

Another very great problem was the need for shore accommodation for the rapidly increasing numbers joining the base. To begin with ratings had been billeted in private houses, but householders could no longer meet the demand. Fortunately it was possible to requisition a large dance hall, Castle Craig, not far from the harbour. The centre of the building was then used as a Masonic Temple, but the occupiers most willingly agreed for it to be taken over.

BIRTH OF H.M.S. FORTITUDE

The Admiralty immediately approved an expansion programme, by the addition of a large modern kitchen and large storerooms. Steel scaffolding

was erected on the dance floor to facilitate the slinging of hammocks; mess tables were rigged and Petty Officers' messes screened off. The gallery was used for hammock nettings; additional bathrooms and lavatories were installed and within a short time a first class Naval barracks—H.M.S. Fortitude—was in being.

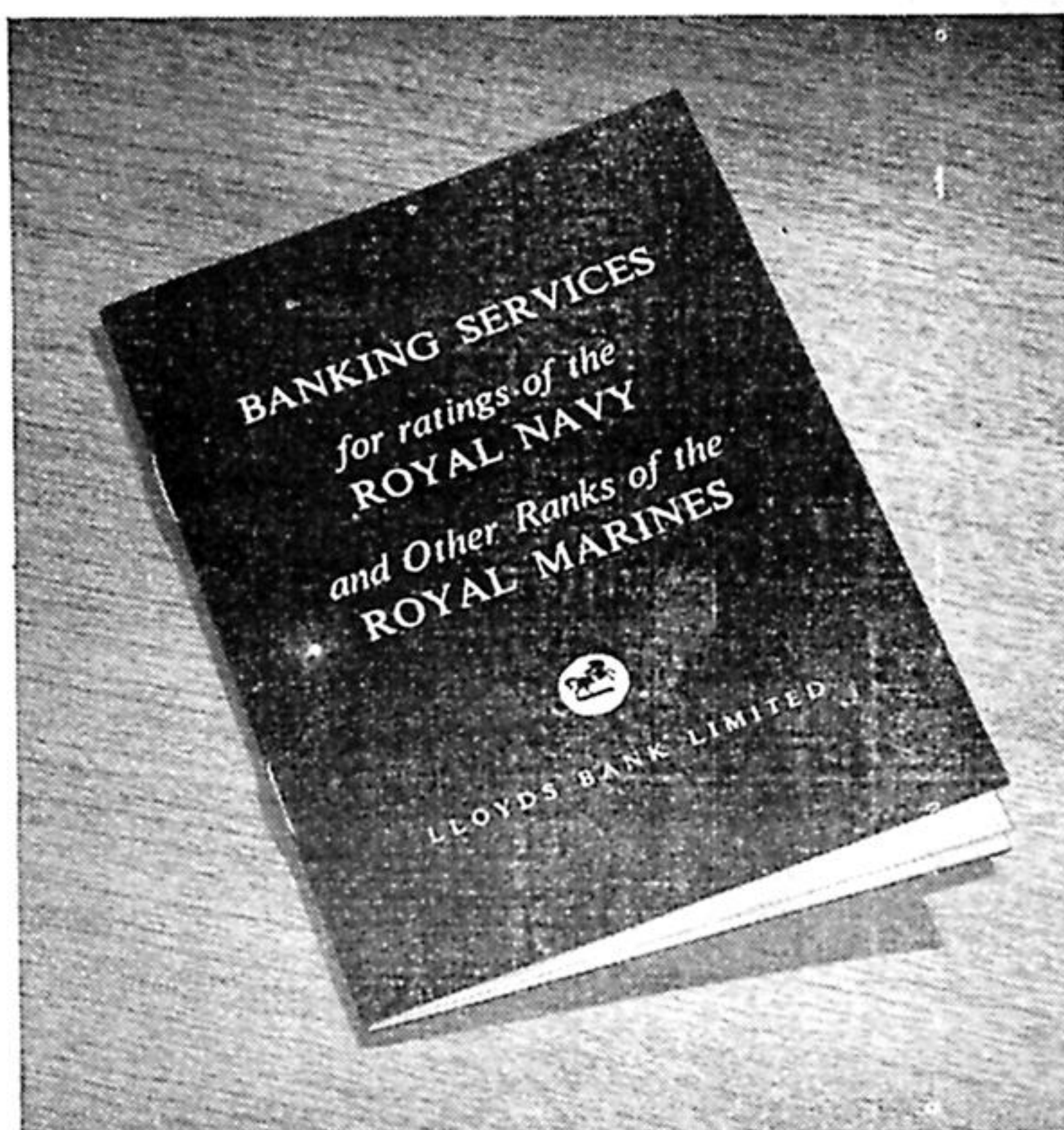
Provisionally a wing had to be earmarked for Wrens' Quarters. At the outbreak of war, the Wren administrative organisation was not in operation. Wrens had been recruited locally, so the question of quarters did not arise until the appointment of a Wren Superintendent on the staff of the Admiral, Western Approaches at Liverpool. Here again I was fortunate, as the good lady and I had been colleagues in business. This proved to be of great help.

Except for the serious losses at sea, due to German submarine activity, the war on the Continent continued its "phony" progress. In February, 1940, an exciting episode occurred which did much to impress upon the crews of the Auxiliary Patrol Vessels operating from Ardrossan, the importance of their duties.

CONTACT WITH THE ENEMY

It had been a matter of routine for a mailboat to leave Ardrossan at midnight for Belfast, and the sloop on patrol usually made contact with AZS

(Continued on page 7, column 1)



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ARDROSSAN AS A WARTIME BASE

(Continued from page 5, column 6)

equipment. On this occasion H.M.S. Gleaner was patrolling to seaward of the minefield and the Officer of the Watch, whilst adjusting his asdic earphones made a contact. At first he assumed that it was the mailboat, but to his amazement he noticed that as the echo receded, the hearing, instead of drawing away on the Belfast route, was moving towards the Firth of Clyde. He at once turned the Gleaner until the bearing was right ahead and called his Captain.

The Ship's Company went to "Action Stations." The speed was gradually increased and, as the range decreased, the echo became louder, until simultaneous impulses were heard and depth charges were fired.

For a short period contact was lost but the Captain of the German submarine U.33, owing to damage to his craft, decided to surface. Gleaner had switched on searchlights, the guns were at the "Ready" and, as the submarine was caught in the searchlight beam, the guns opened fire. An explosion occurred on board U.33 and she began to sink. The crew jumped overboard and were rescued by the crew of H.M.S. Gleaner and brought into Ardrossan in triumph as prisoners of war.

The crews of all vessels in the harbour were electrified by this inspiring episode. The morale of everybody serving in the port, whether ashore or afloat, took a steep rise. The Captain of the Gleaner was awarded the D.S.C. and his Officer of the Watch also received an honour.

NAVY WELCOMED

Running parallel with the problem of accommodation at Ardrossan was that of amenities and here we were assisted one hundred per cent. by the leaders of church organisations and W.V.S., in fact all voluntary organisations. They took over a large part of the Town Hall, quite close to the dockyard and Commercial Harbour, where Patrol Vessels were berthed. A canteen was quickly established and an excellent service provided from 10 a.m. to 10 p.m., with good food, good company, games and music. In addition concerts were organised and well patronised.

Mr. Harry Kemp, the proprietor of a luxurious cinema placed it at the disposal of the E.N.S.A. Concert Party every third Sunday and arranged for its use on other special occasions. The local population took the Royal Navy to its heart—nothing was too much trouble.

DISMISSED

WHEN a check was made on the stores a Leading Stores Assistant at Fraser Gunnery Range should have had, there was a deficiency of 285 pints of rum, as well as deficiencies in sugar, tea, tins of coffee, tins of milk and blankets.

At a court martial at Portsmouth, Acting Leading Stores Assistant R. Surman pleaded guilty to nine charges and was sentenced to six months imprisonment and dismissal from the Service.

Gun-running in the Gulf H.M.S. LOCH RUTHVEN CATCHES A DHOW

H.M.S. Loch Ruthven (Capt. P. S. Beale, R.N.) was proceeding towards Muscat recently at a leisurely eight knots. After dark a radar contact was gained at a range of four miles. No lights could be seen on the bearing and as the plot developed it became apparent that the contact was making little speed through the water. It had all the appearance of a fishing dhow, and as the ship seemed to be on a collision course the officer of the watch asked permission to alter course to avoid it.

Meanwhile the plot was maintained and the craft kept under observation, not entirely free from suspicion, as dhows are not often encountered under way at night.

THE CHASE

After a few minutes it was appreciated that the range between ship and dhow was not decreasing and it became apparent from the plot that the dhow had altered course away and increased speed. This was considered more than suspicious and, having darkened ship, speed was increased to close the dhow.

When both vessels were entering territorial waters, Loch Ruthven overhauled the dhow and called upon it to come alongside. This, after a flow of persuasive language from the interpreter, P.O. Hassan, it eventually did. During this period ratings on the quarterdeck thought they saw packages being thrown over the side.

DHOW SEARCHED

Once the dhow was alongside, the boarding officer, Lieut. R. E. Woolgar, R.N., went on board to examine its papers and, when the right of search

had been established, the boarding party proceeded to search the dhow. A number of rifles, pistols, ammunition, fuses and detonators were found, enough in fact to satisfy Loch Ruthven as to the illegal intent of the dhow. One of the men in the dhow was later identified as the most dangerous of the Omani rebels in the field.

Changes on Flag List

VICE-ADMIRAL Sir Charles L. G. Evans, K.C.B., C.B.E., D.S.O., D.S.C., was placed on the Retired List to date October 10, and Rear-Admiral F. H. E. Hopkins, C.B., D.S.O., D.S.C., was promoted Vice-Admiral from the same date.

Vice-Admiral Evans commenced flying as a young officer before the Second World War and in February, 1940, was in command of 806 Squadron. He gained his D.S.C. in June, 1940, and his D.S.O. in April, 1941 for flying operations. He saw war service in H.M. Ships Illustrious and Implacable and in 1953, while commanding H.M.S. Ocean, saw service in Korean waters.

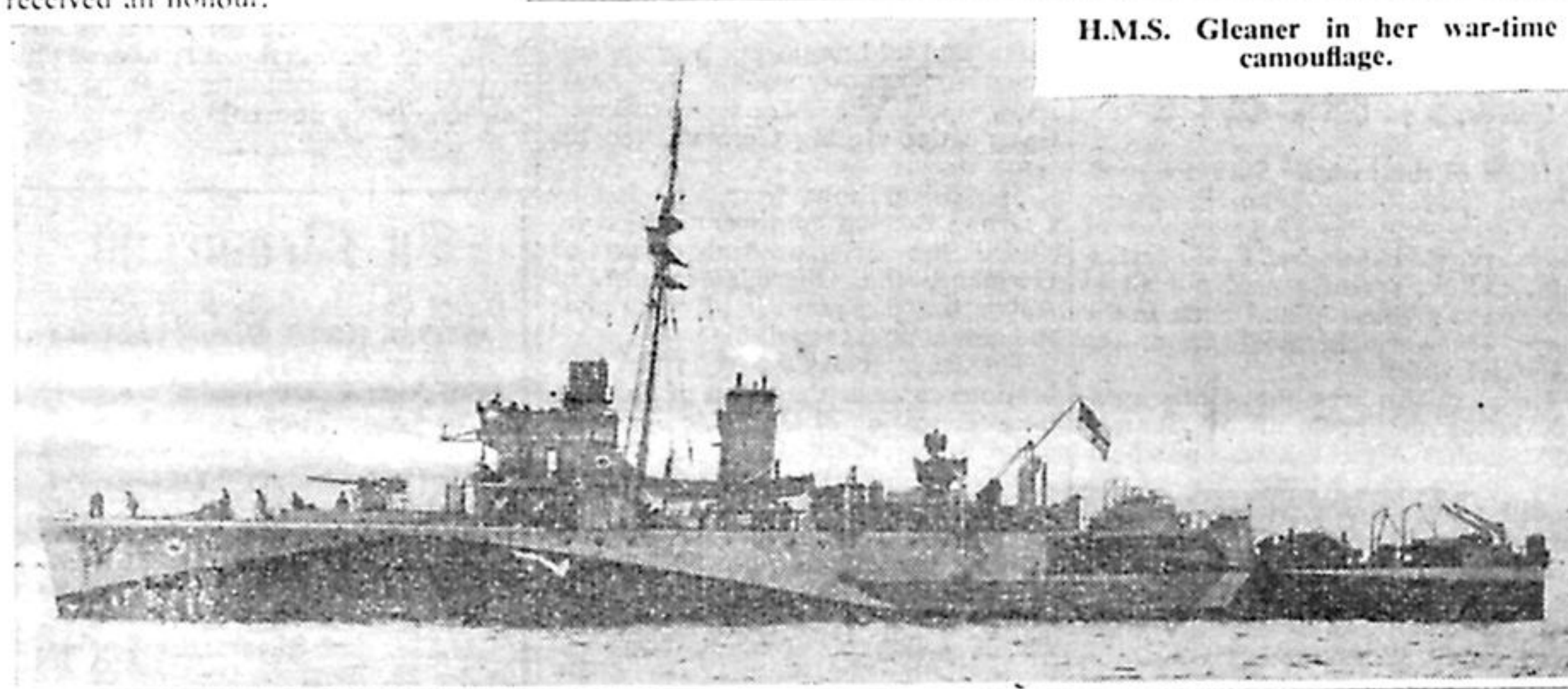
Sir Charles was promoted to Rear-Admiral in 1955.

(Continued on page 11, col. 2)

EFFICIENCY MEDAL AWARD



The Sick Berth Petty Officers' Efficiency Medal for 1962 was recently awarded to Sick Berth Chief Petty Officer Donald James Fraser and was presented to him on the quarterdeck of H.M.S. Sheffield by Capt. N. E. F. Dalrymple-Hamilton, C.V.O., M.B.E., D.S.C. Awarded for zeal and efficiency shown in the discharge of a Sick Berth Petty Officer's duties, the medal is made of silver gilt, as it cannot be minted in gold under present conditions.



H.M.S. Gleaner in her war-time camouflage.

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Three million dog owners

OVER three million people in this country own dogs, and willingly and happily put up with a little dirt and noise, and a minor increase in the weekly housekeeping, some extra work such as grooming and exercising and the disadvantage that one cannot go out without either taking it or making some arrangements for its care.

Buying a dog is the easiest thing in the world, but choosing the right one is a different matter. There are many things to take into account before a dog is taken into the family. For instance, for what purpose is it wanted (companion or guard), where is it going to live, how much will it cost to keep and how much exercise will it require?

It is a fact, that once a dog owner, always a dog owner, or better still, two. After a while it is often difficult to decide who is the owner, and who is owned.

COMPANION AND GUARD

The purpose of a dog can be either as a companion or a guard. In most cases this can be one and the same thing. A guard dog (properly trained) can make a remarkable companion.

A dog does its guarding purely by being there, so actually any large dog, of which there are many quite docile breeds, for example the Boxer, Bull-dog and Great Dane, make a perfect combination, and the smaller dogs, simply by barking, make a would-be intruder think twice about entering, as the owner is invariably attracted by the noise, and investigates. So your companion, simply by being there has done his guarding.

Letters asking for advice on the care of dogs, etc., will be answered if addressed to Yendis, c/o the Editor, A stamped addressed envelope should be enclosed.

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Flying will take place as arranged PROMOTION ORDEAL

H.M.S. Ambush spends week with American submarines

H.M. SUBMARINE Ambush (Lieut.-Cdr. E. Cleland, R.N.), recently visited the large American base and dockyard of Yokosuka, in Japan, for exercises and exchange of information with submarines of the American Seventh Fleet.

Yokosuka, on the west coast of Tokyo bay, is a fairly large American naval base with a dockyard about the same size as Portsmouth, some 30 miles south of Tokyo. On arrival Ambush was berthed alongside three United States submarines, all of the modernised Guppy class, and during the ensuing week many of the units of the Seventh Fleet arrived in harbour, including the guided missile cruiser Providence and the aircraft carrier Bennington. By the end of the week there were nine submarines, including Ambush.

nothing but praise for the British "pot mess" and "roast and two."

The town of Yokosuka itself is a typical seaport, and an ideal "sailor's run ashore," if a good deal more expensive than Hong Kong, from which the submarine had just come. It was overheard that the Japanese bar girls had even those of Hong Kong beaten for looks and hospitality so, Suzie Wong, look out! Another novelty peculiar to Japan is, of course, a Japanese bath, from which one is said to emerge a new man.

TOKYO TOO EXPENSIVE

Although Tokyo is only 1½ hours away by train, not many of the ship's company visited the capital, having been warned by their American counterparts that it is an extremely expensive place. This fact was rapidly discovered by some of the officers, who managed to get there for one evening.

One of the more interesting spectacles seen by most of the ship's company was that of a lieutenant (J.G.), of the U.S.S. Tang, having his promotion to full lieutenant celebrated by Tang's ship's company. He was ceremonially thrown over the side in full uniform! It is felt that this is an American precedent that the Royal Navy could well do without.

Many good friends were made during the visit, and it was with regret that Ambush sailed, after a most useful, interesting and enjoyable visit.

CHANGE OF DIET

Apart from carrying out some extremely valuable exercises with the U.S.S. Tang, the visit proved a great success in cementing Anglo-American relationships, as our hosts very kindly accommodated the ship's company ashore. The British submariners never seemed to tire of the diet of chicken, salad, and ice-cream on which their American counterparts subsist, and the two American officers who "rode" Ambush during the exercise had

elbow and told me to put it away, and called for another round. I've never known anything like it anywhere." Other ships visiting Germany tell the same story.

The celebrations were attended by a strong Belgian contingent which included the Belgian Ambassador to Germany, the Oberbürgermeister of Antwerp and a number of other civic and academic dignitaries.

The Royal Navy's part in the celebrations came as the result of the war-time occupation of Duisburg. A retired naval officer, Capt. C. A. G. Hutchison, D.S.O. and Bar, O.B.E., R.N., was appointed as Stadtkommandant. After leaving the city and retiring to Portsmouth, Capt. Hutchison, who was held in great respect and affection by the people of Duisburg, became the founder of a link between Duisburg and Portsmouth which has led to the establishment of a close relationship and a continuing exchange of visits at all levels from civic authorities to football teams and school children.

The Lord Mayor of Portsmouth, accompanied by the Chief Education Officer and, of course, Capt. Hutchison himself, participated in Duisburg's celebrations.

CIVIC LUNCHEON

The Oberbürgermeister found time, on the last days of the ships' visit, to

(Continued in column 5)

Although it is true that to "Join the Navy is to see the world," there is much work to be done. Sometimes it is humdrum—sometimes it is exciting. The above picture shows catapult crews operating in rough weather on board H.M.S. Hermes during last August's Exercise "Rip-tide." The picture on the left shows the carrier manned for entering harbour at Malta.

Duisburg took navy to its heart

SHIPS of the Inshore Survey Squadron, H.M. Ships Echo, Enterprise and Egeria, with the Hydrographer of the Navy, Rear-Admiral E. G. Irving, C.B., O.B.E., recently paid a visit to one of the greatest inland ports in the world, Duisburg, in the heart of the industrial Ruhr.

The occasion was the 450th anniversary of the birth of the famous cartographer, Mercator, who was born in Flanders and, at the age of 40, moved to Duisburg, where he lived for another 42 years.

The ships were given a most warm welcome by the inhabitants. It is true that the sailors from the squadron, faced by a programme including a parade on the first evening of their visit, followed by a visit to a steel-works as apparent relaxation, were somewhat circumspect. The caps of the first liberty men were meticulously straight—their pockets on a blank week, unpromisingly empty.

MONEY NOT NECESSARY

By morning the situation was very different. For a British naval rating ashore in Germany, money does not appear to be all that necessary. One rating remarked, "As soon as I opened my wallet a German turned up at my

NAVY WAS THERE



During a recent N.A.T.O. exercise in Britain's South-Western Approaches, the cruiser H.M.S. Belfast was detached to go full speed to a French trawler which had a gravely injured fisherman on board. The cruiser steamed at 30 knots for several hours and hove-to alongside the French boat and sent a party aboard.

Our picture shows (second from right) Surgeon-Commander Piers Warburton, Royal Navy, of Dousland, Devon, who led the rescue party which brought the injured man from the trawler to the cruiser, whence the Frenchman was taken off by helicopter and flown to hospital ashore in the West Country. On the right is Sick Berth Attendant A. Clarke and, without cap, is Sub-Lieutenant G. Marr, Royal Navy.

In Memoriam

David Charles Veale, Steward, D/L 962757. H.M.S. Heron. Died September 13, 1962.

John Alan Kevill, Radio Electrical Mechanic 1/c (A), L/05722. H.M.S. Fulmar. Died September 16, 1962.

David Charles Playford, Able Seaman, P/J 966575. H.M.S. Laymoor. Died September 25, 1962.

James William Storey, Acting Leading Airman, L/FX 917302. H.M.S. Ark Royal. Died September 25, 1962.

John Sciberras, Chief Petty Officer Steward, E/LX 583563. H.M.S. St. Angelo. Died October 1, 1962.

David Arthur Edward Sorfleet, Naval Airman 1/c, L/F 957399. H.M.S. Ark Royal. Died October 1, 1962.

Norman Frank French, Leading Cook (S), P/MX 922963. H.M.S. St. Vincent. Died October 7, 1962.

Peter Thompson, Acting Chief Ordnance Artificer, D/MX 857636. Died October 5, 1962.

Cyril Richard Hadden, Electrical Artificer 1/c, D/MX 703943. H.M.S. Blackwood. Died October 8, 1962.

(Continued from column 4)

leave all his distinguished Mercatorial guests in order to give a civic lunch to virtually every officer and rating from the squadron. At the end, when he left, the sailors expressed their feelings by a burst of spontaneous clapping which took him down the length of the room and out of the door. Before he left he had heard a leading seaman summing up the genuine feelings behind the official facade, who said, "Wherever we walked through the streets in uniform, people smiled at us and said hello."

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A TASK which really commenced with the forming up of Naval Party 4711 in July, 1961, completed its work on October 8 this year. The task was to steam H.M. Tug Nimble (1,190 tons full load—175 feet over all) from Chatham to Singapore, and to return with H.M. Tug Enigma (1,332 tons full load) to the United Kingdom.

A breakdown after towing a caisson from Devonport to Portsmouth necessitated a long refit at Chatham and it wasn't until May of this year that Nimble managed to complete her trials and start her long journey.

It was decided that Nimble should tow H.M.S. Cuxton, a coastal mine-sweeper of 360 tons (standard) and 153 feet over all, from Hythe to Gibraltar. Nimble's crew considered themselves complete novices at towing at this stage, but the 'sweeper was safely delivered after a five days' journey.

RED SEA HEAT

From Gibraltar the tug sailed on to Malta, through the Suez Canal to Aden. The passage down the Red Sea in June was one which most of the ship's company would willingly have foregone. Most of the space between-decks in a tug is taken up by heat-generating boiler and engine rooms, and as Nimble was not "tropicalised" in any way, the temperatures below decks varied from a minimum of 100 degrees to a maximum of 160 degrees.

During the ship's stay at Aden the two non-duty watches slept ashore in air-conditioned cabins as guests of the 2nd Bn. King's Own Scottish Borderers. This gesture was much appreciated, as also was the occasion when two magnificently attired K.O.S.B. pipers went on board and en-

tertained the ship's company with skilful renderings of "Tom Dooley" and traditional airs, as well as some from the "Top 20." They also played at the ceremony of sunset.

ELECTRICAL FAILURE

On leaving the Gulf of Aden on the next leg the air temperature dropped 11 degrees in one night and this was bliss. On clearing Socotra, however, the south-west monsoon was met and Nimble started to roll. To add to the "joy" a water-line scuttle in the Mechanic (E)'s mess deck was punched out of the ship's side by a sea, and there was a total electrical failure when the main switchboard fused.

Repairs were effected and Nimble arrived at Colombo in good order.

'ASK THE ENGINE DRIVER'

In the expected time of arrival signal the ship caused a certain amount of consternation by asking for one ton of coal. The Service Advisor's secretary was, apparently, invited to find out where one ton of coal could be obtained and she rang the general manager of the Ceylon State Railways, who patiently explained that he was currently negotiating for 250,000 tons and if she only wanted one ton she had better ask the local engine driver. Nimble got her coal.

Colombo proved to be very popular as the small British community rallied round and whisked everyone off for lunches, teas and visits, and the ship's company was made welcome at the swimming club.

All things come to an end however, and it was necessary to get to Singapore. The trip across the Bay of Bengal and down the Sumatra Strait was an uneventful one, although the ship looked somewhat travel stained on arrival. One remarkable aspect of the journey from England to Singapore was that in the whole 8,000 miles the ship was never once headed by wind and sea. With Nimble's blunt bow, low freeboard and her canvas and wooden bridge, those on board were truly thankful for the fair weather.

ENIGMA COMMISSIONED

Five busy weeks in Singapore followed, turning over Nimble, commissioning Enigma, storing her and getting her ready for the long passage home. Room has to be made, too, for the "rabbits" that were bought in Singapore for those at home. On August 11 Enigma slipped and proceeded down the picturesque Johore Strait, but not without some regret at leaving the creature comforts of Singapore.

Despite the attractions of Colombo, the commanding officer made the unpopular decision to return to Aden via Gan (or Addu Atoll as it is probably better known) in order to avoid the worst of the south-west monsoon. This decision was amply justified in that the ship had fine weather and trouble-free sailing for 4,000 miles.

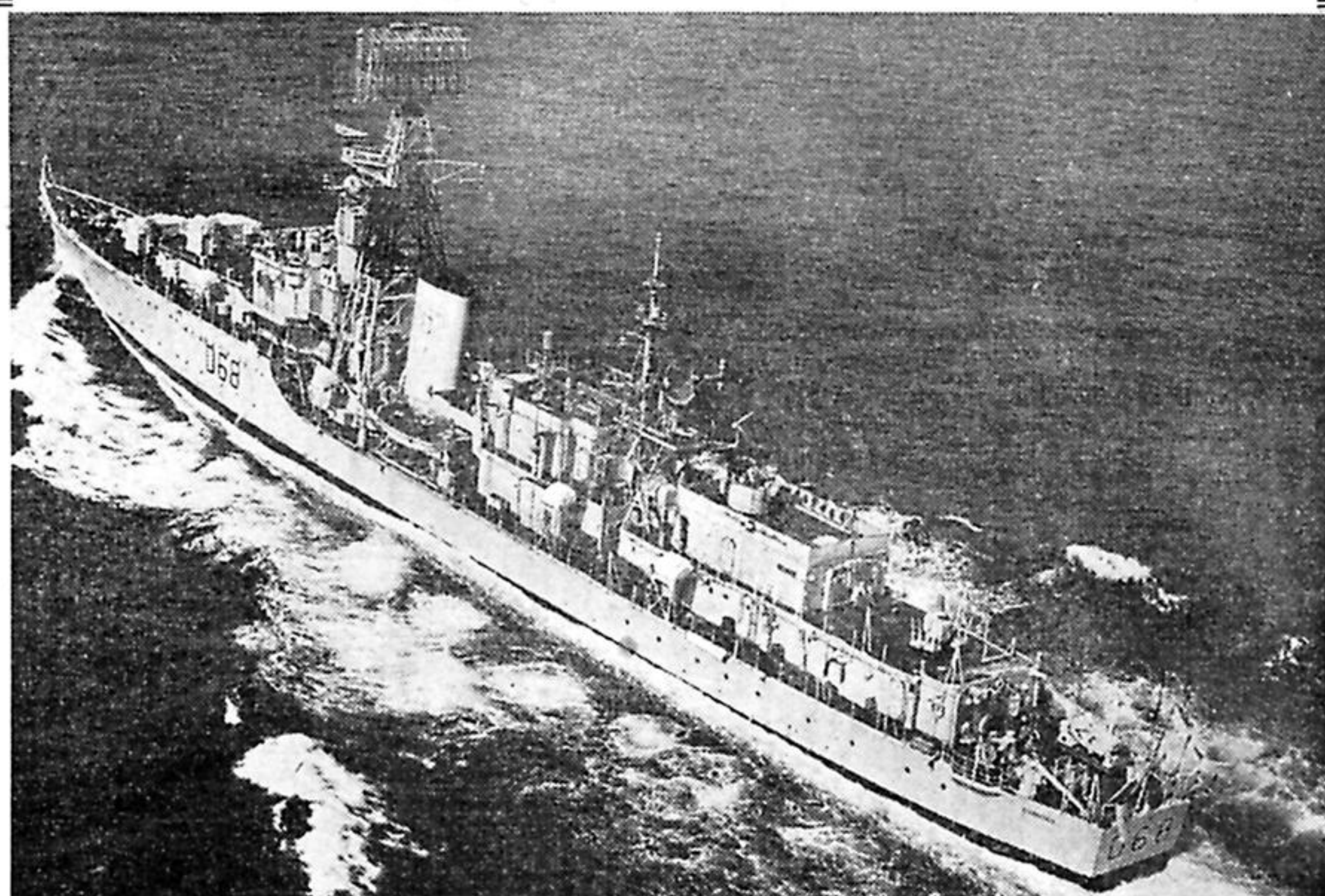
A stop was made at Gan to fuel and to water and for one of the ship's company to catch a large fish on a piece of cold potato.

ANOTHER TOWING JOB

By the time the Enigma arrived at Aden it was known that she was to

(Continued in column 3)

A FAR EAST DESTROYER



A fine picture of the Fleet Radar picket—converted from a "Latin Battle" class destroyer—H.M.S. Barrosa. She is now serving with the 8th Destroyer Squadron in the Far East on a Foreign Service commission. Built by John Brown & Co., Clydebank, Barrosa has a displacement of 3,430 tons (full load) and is 379 ft. (o.a.). Her complement is about 250.

Navy wants men for 27 years

THE Admiralty has decided to allow ratings of the Seaman, E.R.A., Mechanician, Engineering Mechanic, Stores (V) and Electrical branches who have completed 22 years pensionable service, to re-enter the Service on engagements "to complete 27 years pensionable service."

To be eligible a man must not have been out of the Service for more than

(Continued from column 2)

tow an Admiralty salvage vessel to the United Kingdom.

At this stage of the proceedings those on board were beginning to regard themselves as real deep-water sailors until, at Aden, they met an American who arrived in a 50-ft. yacht all the way from Honolulu with his wife, a girl, a seven-year-old boy, and the occasional passenger as crew. Enigma's efforts did not seem all that good by comparison!

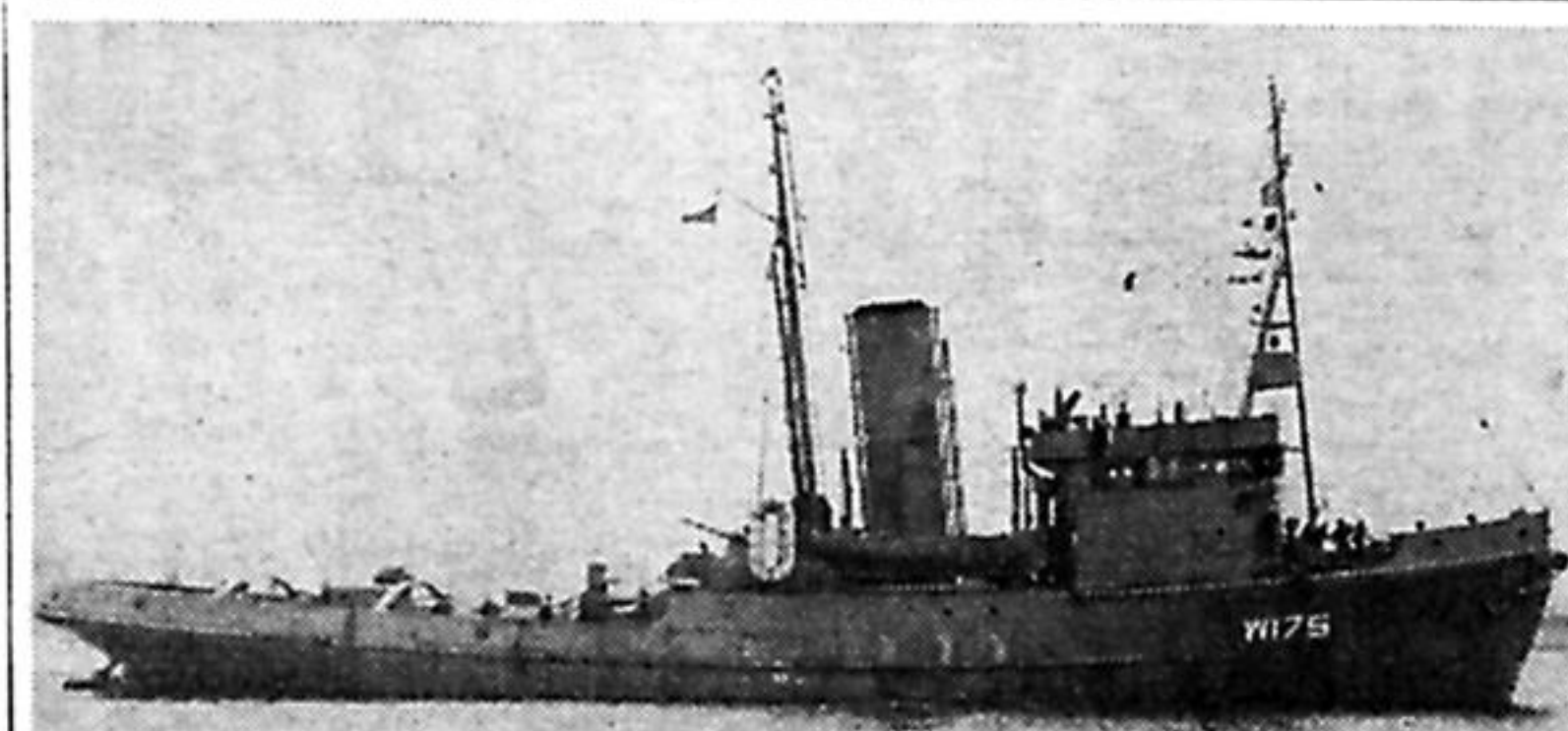
The prospect of towing the Prince Salvor (1,250 tons (standard) and 194 feet over all—Enigma was 175 feet—) 4,000 miles at six knots was not greeted with any marked enthusiasm, but the tug's crew soon settled down to the slower pace and, generally speaking, the weather was kind.

'BUFFER' WOULD NOT SELL

Towing through the Suez Canal was an interesting exercise and the commanding officer was thankful that the "Buffer" had resisted the offer of an Egyptian gentleman at Port Suez to buy the 10-in. nylon towing hawser for £50. It is reputed to have cost £1,000. Calls were made at Malta and Gibraltar for fuel and water—not forgetting the last of the "rabbits"—and Devonport was reached on October 8.

The round trip had taken just five months, of which 90 days had been spent at sea. Naval Party 4711 had steamed over 16,000 miles, towed ships a distance of over 5,000 miles, and those concerned felt that they had done a good job and were fully entitled to enjoy the leave which had been so well earned.

R. W. P.



H.M. Tug Enigma—sailed home from Singapore

three years and no man can be re-entered unless he can complete the 27 years before reaching the age of 55.

Men must be fit for service at home or abroad, float or ashore and usefulness to the Service in all its aspects will be the first consideration. There can be no question of selective drafting. The Admiralty also states that men allowed to re-enter will be liable to have their service cut short if their efficiency should unduly deteriorate.

Previous service may count for all pay purposes. The rating to be held on re-entry and advancement conditions

are as laid down in the Advancement Regulations.

Pensioners re-entering have to give up their pensions, but the additional service counts for an increase in pension and terminal grant on retirement.

Ratings still serving should, of course, apply through their present commanding officers. Those not now serving should apply through the commodore of their former Welfare Authority, i.e. Commodore of the Royal Naval Barracks, Portsmouth, or the Commodore, H.M.S. Drake, Devonport, who will be pleased to provide any information.

ANOTHER 'SAUCY ARETHUSA' FOR THE NAVY

THE keel of one of the two additional guided-missile destroyers ordered in the 1961-62 Navy Estimates was laid at the Walker, Newcastle upon Tyne yard of Messrs. Vickers-Armstrongs Ltd., on September 13.

The destroyer will be named Glamorgan—a name which does not appear to have been used in the Royal Navy before.

The other ships of the class are the Devonshire, now on class evaluation trials and expected to join the Fleet shortly, the Hampshire, also expected to join the Fleet in the near future, the Kent, London and Fife.

The keel of another ship, whose name has appeared in the Navy Lists for over a couple of centuries, was laid down at J. S. White & Co., Cowes, yard on September 17. This is the frigate which will be named the Arethusa.

Arethusa is one of the three general-purpose frigates (A.S.) of the Leander Class ordered under the 1962-63 Navy Estimates, making the total numbers in this class ten.

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Officers shops at Portsmouth, Plymouth and Southampton.





H.M.S. Token enters the lock at Wilhelmshaven. Both Token and Tireless were built in H.M. Dockyard, Portsmouth.

TOKEN AND TIRELESS PAY VISIT TO WILHELMSHAVEN

A Right Royal Welcome

At the end of the summer H.M. Submarines Token (Lieut.-Cdr. A. F. Hosie, R.N.) and Tireless (A. L. Miller, R.N.), visited Wilhelmshaven and the ship's companies were given a right royal welcome.

Wilhelmshaven is part of the province of Ost Friesland and the inhabitants are of mainly Saxon origin. The town has a population of about one hundred thousand and was founded in 1860 when the need was felt for a seaport in that part of Germany.

In those days there was only one lock entrance guarding the "below sea level" inner waterways. It was through this lock, 340 feet long by 65 feet wide that the submarines were guided.

LARGEST LOCK IN WORLD

Nowadays there are four entrances, or there will be when the largest is opened early in 1964. This will be the largest lock in the world. The second and third locks were constructed before the First World War and allowed all but the biggest of the battle squadrons to enter. The fourth entrance, first completed in 1942, was destroyed by Allied bombs in 1944. Only the gates and associated structures were destroyed, but there was a great deal of work involved in damming the flow of water on both sides before the removal of the debris could commence.

The programme of reconstruction began in 1957 and is now in its final stages. The great lock gates will be floated into position in the spring of next year when the site is flooded.

CROWDS GREET SUBMARINES

Token and Tireless berthed within ten minutes of the main shopping centre and there were crowds of people to greet the submarines. Official calls were soon over and everyone on board settled down to enjoy a leisurely visit.

The illusion was soon shattered as the programme arranged by the ships' hosts was most comprehensive. There was a "beer and song" evening for the ratings at the Ebkeriege Barracks and a trained choir was there to sing any number by request, and the sailors of both nations joined in with great gusto.

The two Commanding Officers were invited to attend later in the evening to witness the exchange of ships' crests.

Scarcely recovered from the night before the ships' companies were entertained by the civilian population of the town at a reception in the Town Hall. Coach trips to local places of interest

were arranged and two expeditions were made to places further afield. One of these was a trip to Hanover by a party of eight officers who were the guests of the British Consul General there. The other visit was a trip to Hamburg by two officers and three ratings "to see how the other half lived."

"TWIST HOLE" ACROBATICS

Individual entertainment was provided in the town of Wilhelmshaven and a visit to the "Twist Hole," one of the local dance halls, revealed representatives of most sections of the ships' companies performing various subtle acrobatics.

The football match against the German naval side was most amusing. Most of the entertainment was produced by the antics of the goalkeepers.

The ships were open to visitors and a total of over 4,500 people walked through the submarines. The German Naval Veterans Society were shown round on a Sunday morning and a party was organised for some 70 orphaned or unwanted children.

A CHILDREN'S PARTY

At this party the cakes and jelly slipped down very smoothly and there was a bag of sweets for each child. The children enjoyed the cartoon film show, but the most important thing for them was the romp round the ships. It was a pleasure to see so many happy faces in one place.

Roaring breakers told whaler's crew of danger

In July H.M.S. Astute visited Summerside, Prince Edward Island, the visit coinciding with the Canadian Maritime Provinces' Lobster Festival. At the same time two parties were organised from spare crew and base staff, one in a whaler and one on bicycles, to make their way to Summerside, arriving while H.M.S. Astute was there. The whaler party faced a round trip of 600 miles via the Canso Strait and the cyclists 340 miles by road and ferry.

The whaler was piloted from the dockyard in Halifax, refitted and suitably modified for its voyage along a coast noted for its fog and inhospitable weather.

BREAKERS WARNING

The whaler expedition consisted of one officer and five ratings. The geography of the Nova Scotian coast indicated a safe planned route about five to ten miles off shore but this was complicated by the necessity to send check reports ashore by phone every 48 hours. This often involved the crew in pulling six or seven miles to shore when the wind dropped, on one occasion in dense fog with nil visibility when navigation for seven miles was done by ear.

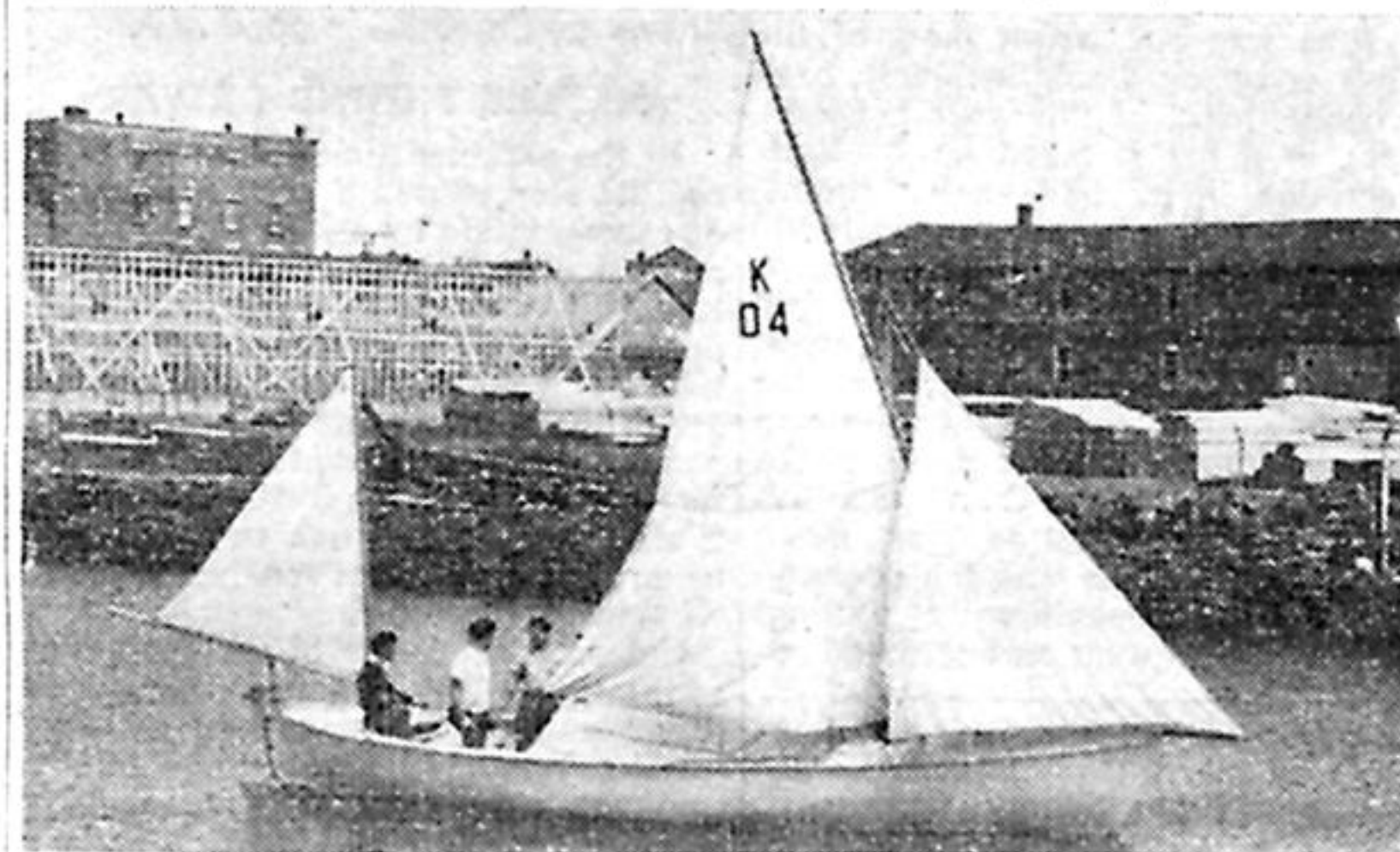
Fortunately a slight swell produced the noise of roaring breakers to warn of the dangers ahead, one of which was the necessity to pass through a 50-yard gap between two shoals. A gale in the Northumberland Strait provided further excitement when a precipitous entry into Arisaig harbour in pitch darkness at 0200 was made doubly difficult when the rudder gear fell apart and the brails blew out of reach.

FEW CYCLISTS IN CANADA

Throughout the 14-day round trip, of which six nights were spent under-way, the kindness and hospitality of the natives was very gratifying after their initial surprise at finding strangers sailing in their domain.

The cyclists also found this during an unpleasant battle against headwinds in pouring rain and with Canadian made bicycle tyres blowing out fairly regularly. In Canada cyclists are rare, as are pedestrians, and our team were given a wide berth by the motorists.

Both teams rendezvoused with H.M.S. Astute at Summerside and enjoyed three days' well earned rest before their return journeys.



Astute's whaler which made the round trip of 600 miles.



How can I save?

Of course I try to. But my pay's not enough to save anything.

That's what I thought when I was your age until someone showed me the Progressive Savings Scheme. I only had to put aside £3 a month by Naval allotment but when I leave the Service next year I can collect £855.

* Sounds too good to be true. Where's the catch?

No catch. And if I had died at any time my

wife would have received the whole £855 immediately. You see, it's a Savings Scheme and Life Insurance rolled into one.

Supposing you hadn't signed on for 22 years' service?

When I had done my nine years, as I had paid premiums for 7 years, I could have drawn £234 to help set me up in Civvy Street. Now, after 22 years' service, I shall have the option of taking the £855, or if I don't need the cash immediately, a pension of £172* a year when I retire from civilian work at 65.

* For members of the W.R.N.S. the Pension is £149 a year.

Which will you take?

I'm going for the pension. I'm all lined up for a job already, and with an extra pension to look forward to when I retire, and the wife provided for if anything happened to me—well, it's the kind of security we all want.

How do you set about all this?

That's easy. Ask the Provident Life for details of the Progressive Savings Scheme.



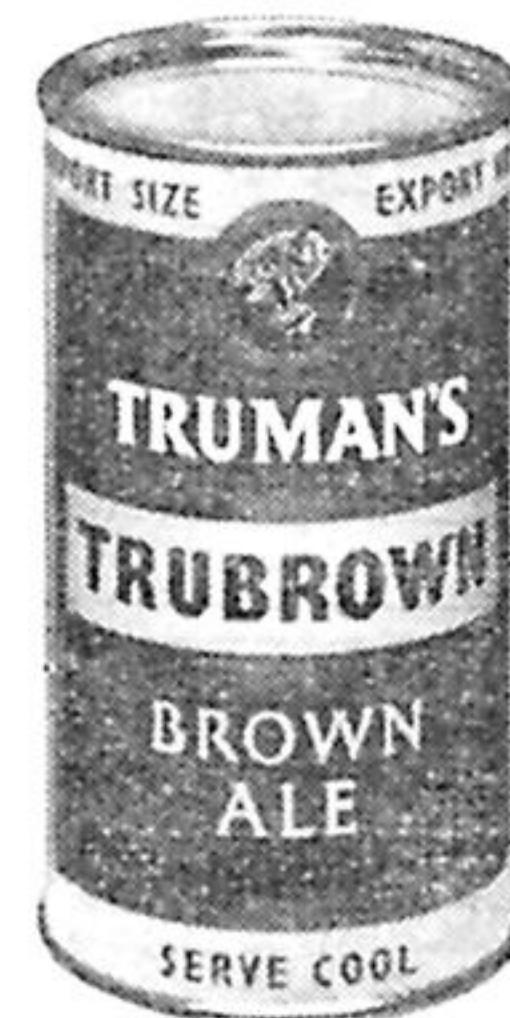
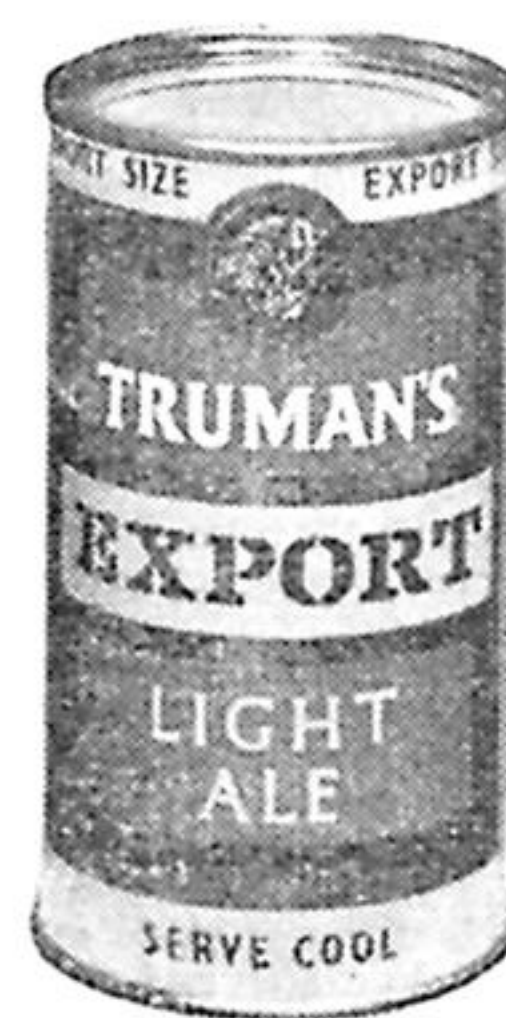
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Ten thousand miles in one month's steaming H.M.S. BLAKE'S TRIP TO THE WEST INDIES

H.M.S. BLAKE (Capt. D. G. Clutterbuck, R.N.), wearing the flag of Flag Officer Flotillas, Mediterranean (Rear-Admiral J. F. D. Bush, D.S.C.), returned to Malta recently on completion of a nine-week detachment to the West Indies, where she was sent to help represent the United Kingdom at the Independence celebrations of Jamaica and Trinidad.

During her period away from Malta she visited seven places on the other side of the Atlantic — Bermuda, Jamaica, Venezuela, St. Lucia, Barbados, Trinidad and Tobago — in addition to calling at Gibraltar on the way out and on the way back. In all she steamed over 10,000 miles and spent 28 days at sea, including two nine-day passages across the Atlantic and back.

H.M.S. Blake first called at Hamilton in Bermuda, berthing alongside the main shopping street. The generosity of the local population ensured that there was not much time to be spent in shops, and this was a good thing, for prices appeared astronomical.

From Bermuda the ship proceeded to Kingston, Jamaica, where the ship's company had its first introduction to local rum.

After Kingston the ship went to La Guaira, in Venezuela, which is the port for Caracas, the capital where the cost of living is reputed to be the highest in the world. Caracas is 10 miles away from La Guaira and is served by a specially built six-lane highway which must be one of the fastest in the world.

After four days in La Guaira, the cruiser visited the islands of St. Lucia and Barbados.

Then came the visit to Port of Spain, Trinidad, for the Independence celebrations. On conclusion of the ceremony the Union Jack, which had been lowered, was presented to Rear-Admiral Bush for safe keeping.

Five days later the Blake went to Tobago (the other half of the new nation). The visit to Tobago was all too brief, as it is one of the most loveliest islands in the world.

During the excursion from the Mediterranean the Admiral attended two State banquets, one State ball, one State opening of parliament, two wreath-laying ceremonies and innumerable other official events and was host at 15 formal functions on board; the ship gave seven receptions

and five children's parties on board; the R.M. Band gave 22 performances ashore, including seven of Beating Retreat and one on television; the ship's company took part in 52 matches against local teams at sports ranging from soccer to table tennis and discovered that (i) it rains practically every day in the West Indies in August; (ii) there are as many different types of rum as there are West Indian islands and (iii) the popular belief that swimming in the Caribbean is dangerous due to sharks is erroneous—not a single shark was seen within miles of the shore.

FLAG RANK CHANGES

(Continued from page 7, col. 5)

Admiral in January, 1956, after serving as Commodore, R. N. Barracks, Portsmouth, and appointed Flag Officer Flying Training. He was Flag Officer Aircraft Carriers 1959-60 and for the last two years has been Deputy Supreme Allied Commander Atlantic.

Vice-Admiral Hopkins qualified as an Observer in 1934, serving in H.M. Ships Courageous and Furious before the war.

Admiral Hopkins cross-trained as a Naval pilot and in 1945 did the Fighter Course. During the Korean War he served in H.M.S. Theseus as Commander (Air). He was promoted Captain in 1950 and Rear-Admiral in 1960. In the intervening years he was Deputy Director of Air Organisation and Training, Captain (D) Second Training Squadron at Portland, and Director of Naval Air Warfare. From September, 1956 until August, 1958 he was in command of H.M.S. Ark Royal and then followed the appointment as Captain, Britannia Royal Naval College, at Dartmouth.

Admiral Hopkins was appointed Flag Officer Flying Training in September, 1960 and since January, 1962, has been Flag Officer Aircraft Carriers.



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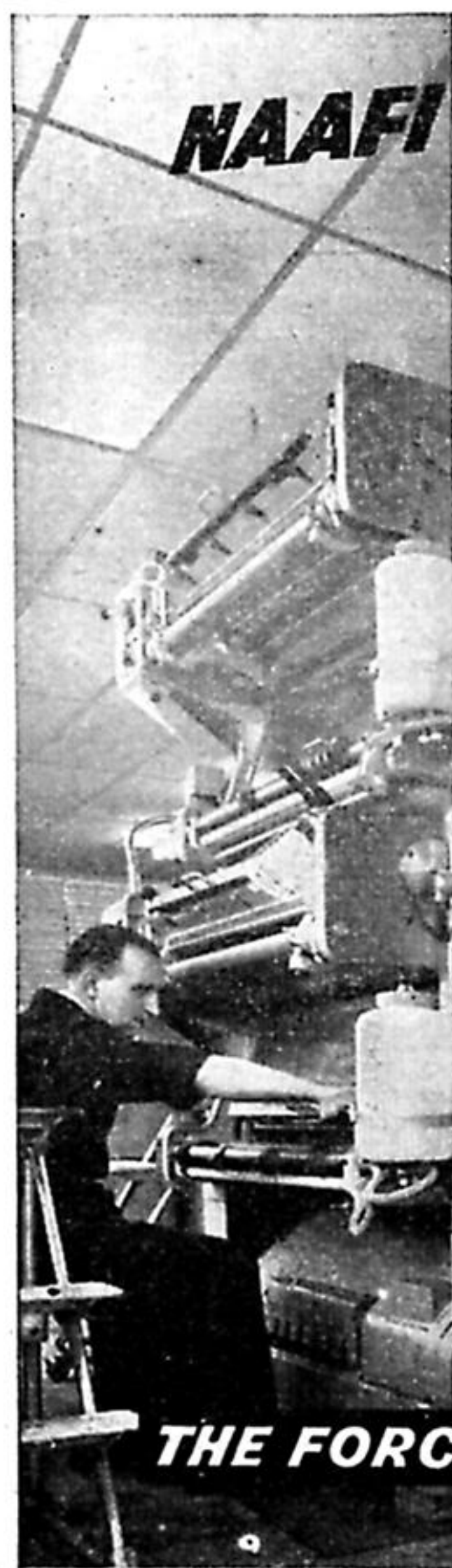
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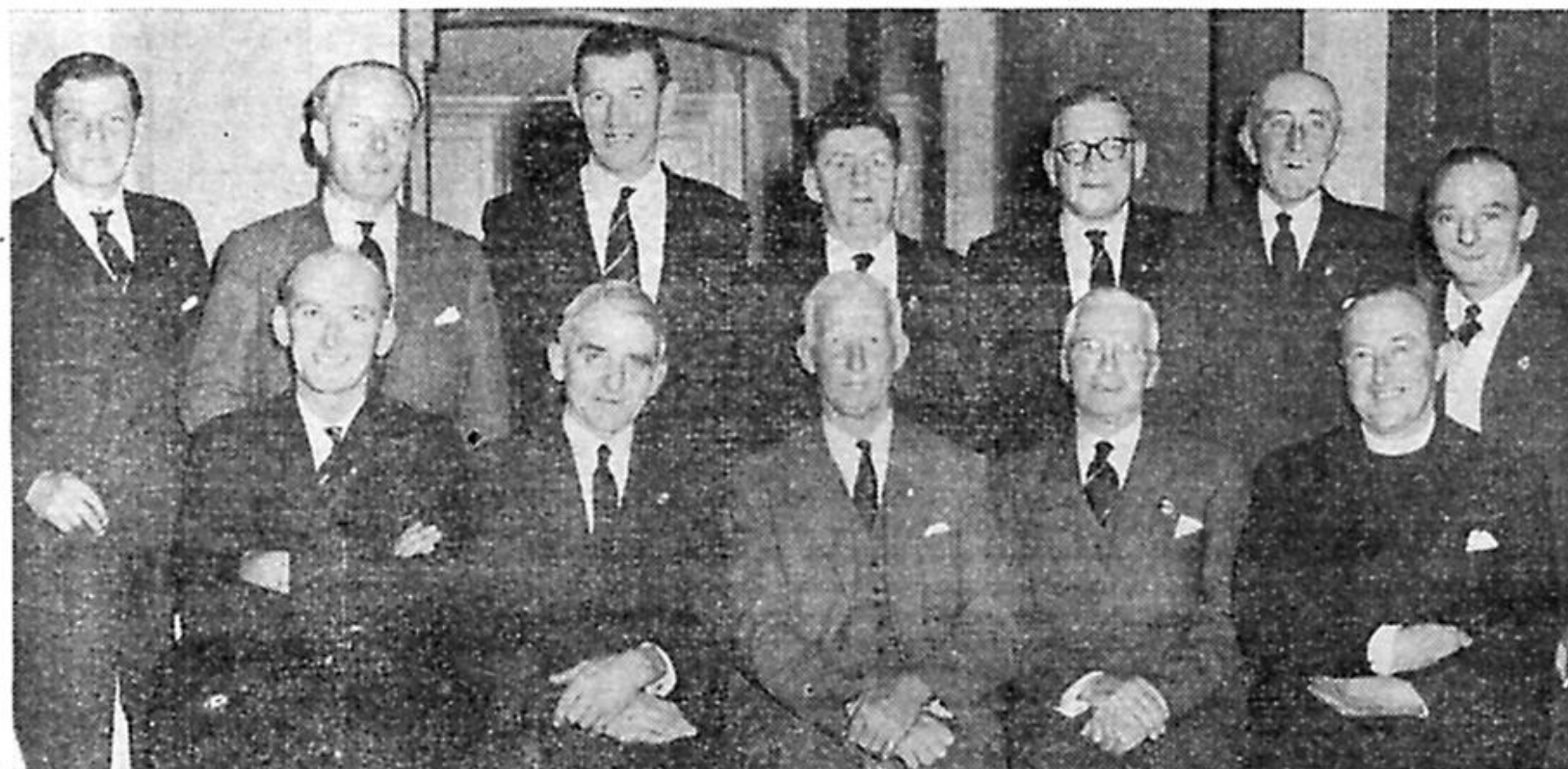
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Officials and guests of the Cork and County branch. Front row—J. Collins (Chairman), The Earl of Roden, Capt. Chavasse, Lieut. Maxwell, Rev. J. B. White. Back row—Cdr. Arbuthnot, D. O'Sullivan, M. McGrath (Hon. Treasurer), J. Crowley, F. O'Mahoney, (Hon. Secretary), J. Knox (Vice-President) and H. Carson

The small ships give large welcome to Cork shipmates SUCCESSFUL YEAR

A SURVEY of the Cork and County branch of the Royal Naval Association shows that the past year has been a memorable one. The branch's guide and philosopher, Capt. C. M. B. Chavasse, C.B.E., D.S.O. and Bar, R.N. (rtd.), is still president, and Shipmate "Jim" Knox, previously chairman, and the man who did so much to "launch" the branch and set it on an even keel, is now vice-president.

The present Chairman is Shipmate "Jumper" Collins. Shipmates Michael McGrath and Frank O'Mahoney are Treasurer and Secretary respectively.

When the branch held its annual dinner the shipmates were very pleased to welcome Sir Ian McLellan, H.M. Ambassador to Ireland, as Guest of Honour. Accompanying the Ambassador was Brigadier Thukness, British Military Attaché and also present were Brigadier The O'Donovan, M.C., Capt. Chavasse, Colonel Chavasse, Cdr. Keating, Cdr. O'Dwyer

and Cdr. Arbuthnot. This was a function that will long be remembered by the branch and the guests.

On the occasion of H.M.S. Finisterre's visit to Cork, there was a "Welcome" dance and this, too, was a tremendous success. The one regret was that the number of guests had to be limited to 400. Dancing continued until 2.30 a.m. and many new friendships were made.

During the summer many successful outings were organised. One was to Whitegate where members met

some of the older shipmates who, despite their age, remain hale and hearty.

Another trip was to Kensale when H.M.S. Wakeful was present for the August regatta. The ship may be small, but its welcome to the shipmates was large when shipmates went on board. Later the branch was host to H.M.S. Welcome when she visited Kensale.

The high-light of ship's visits was when H.M. Submarine Excalibur visited Cork. She docked at the Custom House and several Association members were entertained on board on the evening of her arrival. Later her Captain, Lieut.-Cdr. Mann, officers and ship's company were invited to a social given by the Lee Valley Branch of the British Legion, of which the Royal Naval Association play a leading part.

On a subsequent evening the Captain, officers and men were entertained by the Royal Naval Association at its branch headquarters, the Cubicala. Perhaps it ought to be put the other way round—the submariners entertained the shipmates. There was a repeat performance the following evening and these occasions will not soon be forgotten.

In September the branch was honoured by a visit by the Area Chairman, Capt. The Earl of Roden, who was accompanied by the Area Secretary, Lieut. C. A. Maxwell. Capt. The Earl of Roden will be well remembered by some readers as many will have served with him. He was then known as Capt. Viscount Jocelyn.

The Area Chairman gave the branch an account of the work done by branches of the Association in Ireland and spoke of the aims and ideals of the Royal Naval Association. Later, with Lieut. Maxwell and Capt. Chavasse, he was a member of a "Brains Trust" which answered all questions and queries put up by the shipmates.

The items above are just a few outstanding examples in the life of the Cork and County Branch of the Royal Naval Association, but what may not be told are the good works performed, bringing a little comfort, comradeship and friendship to those going through hard times.

Advancements

(Continued from page 5, column 5)

To Chief Air Fitter (AE)
L/FX 100507 W. Crutch L/FX 672883
A. F. George.
To Chief Air Fitter (O)
L/FX 817509 D. P. J. Valentine.
To Chief Airman (A.H.I.)
L/FX 712961 S. Turtan L/FX 769483 D. G. King, L/FX 879643 R. A. Brokenshire, L/FX 882286 M. Hubbert.
To Acting Chief Electrical Artificer (Air)
L/FX 669822 R. F. Sore, L/FX 669885 J. W. Worthington.
To Chief Electrician (Atr)
L/FX 816818 W. A. Spragg
To Chief Radio Electrician (Air)
L/FX 873947 R. M. Collins.

Blackhall's standard is dedicated

IT is hoped that the new headquarters of the Blackhall and Coastal branch of the Royal Naval Association will be opened early in November. The opening will mark an extraordinary fine achievement, for the branch has been in existence for only three and a half years.

The recent dedication of the branch Standard was a huge success, and blessed with fine weather. Led by the Blackhall Colliery Silver Prize Band, the parade to the church was headed by the Hartlepool Sea Cadets, followed by the Standards and members of visiting branches.

CHURCH WAS FULL

The church was full and the service was conducted by the Reverend C. V.

DERBY NEEDS NEW MEMBERS

THE Derby branch of the Royal Naval Association got off to a good start in October, 1961, with 90 members, but attendances during the summer months fell off considerably. It is hoped that all the original members, and new ones, will rally round and keep the branch in commission.

There is a good nucleus of ex-Royal Navy members in the Derby area, and if present members could "press gang" only one new member each, the branch would be in a healthy position.

The branch held a buffet supper on October 12 when about 40 members and guests enjoyed a most pleasant evening which was rounded off by a visit to a local ballroom to support the Trafalgar Dance organised by the Derby Sea Cadets and the Wrens' Association.

The attendance at the dance was rather disappointing due, perhaps, to several other functions which were being held in the town.

Derby and district readers of "Navy News" who perhaps did not know of the existence of the branch can obtain details from the branch secretary, Mr. A. Mann, 27 Park Road, Littleover, Derby.

Cole of St. Andrew's, Blackhall Colliery, assisted by the Reverend E. L. Hammond, the Methodist Minister, who also gave the sermon. The lesson was read by the National Chairman, Shipmate F. Wade. Shipmates Eadington, Chapman, Laws and Reed acted as sidesmen.

After the service the parade re-formed and marched round the village to the Saluting Base outside the newly completed new headquarters and club of the branch. Shipmate Wade took the salute and, on the dais with him were Rear-Admiral Hutton, Flight Liddle, R.A.F.V.R., Lieut.-Cdr. Burdett, R.N.R., and the branch President, Shipmate N. Mills.

Tea was arranged in the Blackhall Miners' Welfare Hall and justice was done to a very fine spread. A good number of the guests stayed to enjoy a social evening in the branch's club room.

DAY TO REMEMBER

Dedication day was a great day and one which will be remembered, not only by the branch, but also by the people of the village, many of whom commented upon the very smart parade.

The Blackhall shipmates wish to express their deep appreciation to all who went and who helped to make it such a memorable occasion. Special thanks are due to Lieut.-Cdr. Burdett and the Sea Cadets and Mr. H. Strong and the Blackhall Colliery Band, to the two ministers—the Reverend Cole who was conducting such a service for the first time and the Reverend Hammond—a "Brylcream Boy," to use his own words—whose sermon will long be remembered. Special thanks are due too, to Chief Petty Officer Blenkinsop, the Parade Marshal, who gave great assistance and to whom great credit is due that all went without a hitch.

NEW STANDARD ON PARADE

The newly dedicated Standard had its first outing when the Middlesbrough branch dedicated its Standard, and was on parade again at Durham on Trafalgar Day backing up the Durham Sea Cadets at their service which was held in Durham's beautiful cathedral.

No. 5 AREA DINNER TO BE HELD AT IPSWICH

THE No. 5 Area of the Royal Naval Association—Essex, Suffolk, Norfolk and Cambridgeshire—is to hold the 1963 Area Annual Dinner at Ipswich, and the Ipswich shipmates are hoping that Association members from the remoter corners of the Area will attend, as well as those nearer at hand.

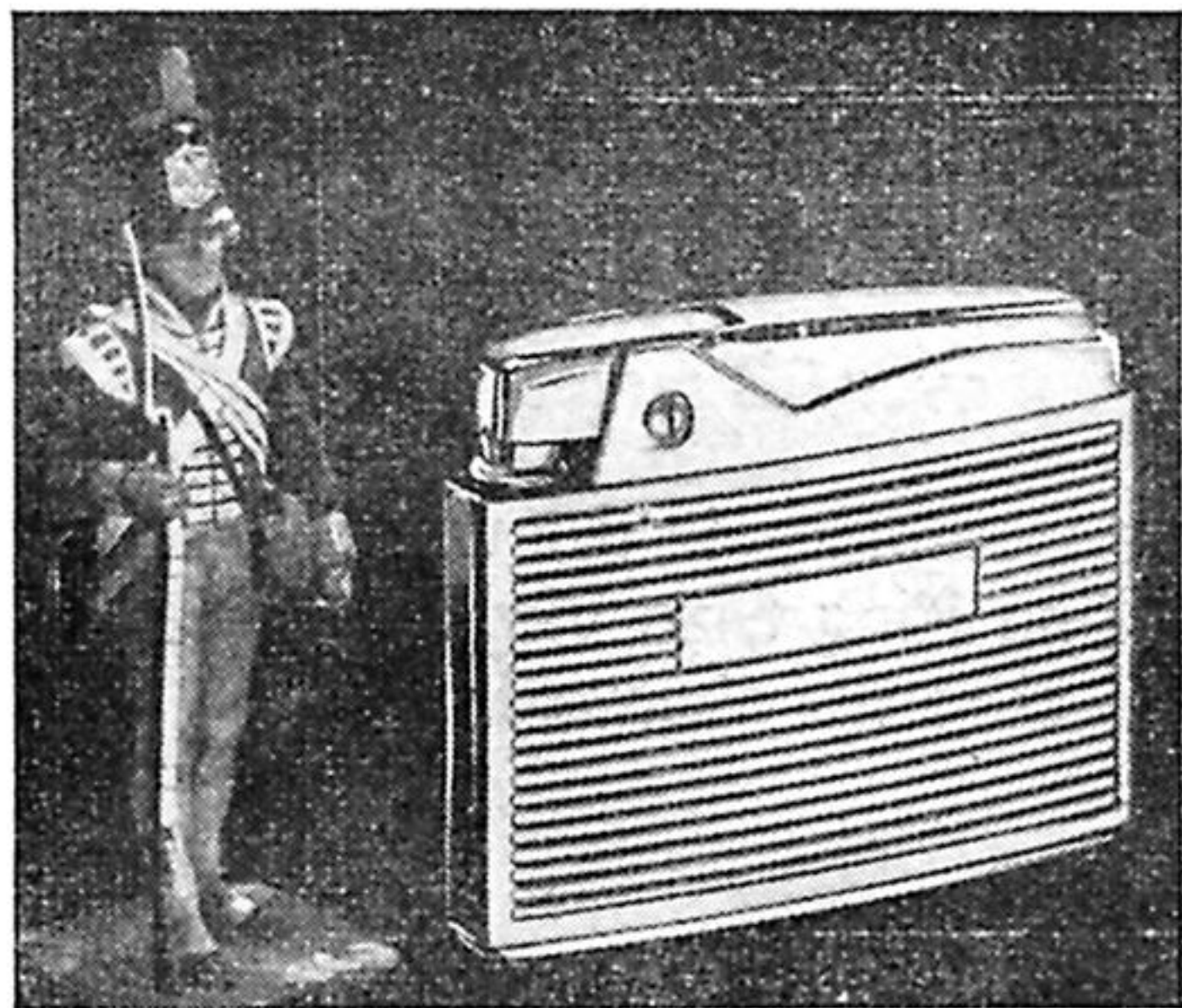
The Ipswich branch reporter states that there is not a great deal of social activity in the branch—being a wee bit "off the track" it isn't much good asking branches during the week, and as every hall in the district is booked

up for months ahead at week-ends, it is difficult in the extreme.

The branch, however, is very "Welfare-minded"—and as Welfare is one of the main aims of the Association Ipswich feels it is doing a good job.

Members were present at the Annual Reunion and were also represented on Trafalgar Day at Coventry for the dedication of the Coventry branch Standard.

Are there any amateur gardeners in the various branches who can beat the effort of the Ipswich secretary—Shipmate Thompson? In his small greenhouse, and without any special effort, he produced a cucumber which weighed over 4 lb. He had many of over 3 lb.



What makes the Ronson Cadet such a neat choice?

Size, for one thing, the Cadet is so compact and sensible. Slips comfortably into your pocket. Choose from eight different sizes; eight different finishes (some with wind-shields—all at neat, low prices). There's even a Lady Cadet for your girl-friend. Ask to have a look at the Ronson Cadets next time you're in the NAAFI.

RONSON WORLD'S GREATEST LIGHTERS



Shipmate Thompson, B.E.M., secretary of the Ipswich branch of the Royal Naval Association, and his cucumber which weighed over 4 lb.

Golden Wedding Party for Founder-Chairman 40 YEARS IN NAVY

FOUNDER-CHAIRMAN of the St. Austell branch of the Royal Naval Association, Lieut. Ernest Richards, who served a total of 40 years in the Royal Navy, celebrated his golden wedding on October 5.

On the following evening, "Skipper," now a sprightly 70, and his wife, Nellie, gave a party for the members of the branch in the headquarters. A large number of members and their families and friends attended to pay tribute to a man whose whole life has been the Royal Navy and who has done much to keep the branch alive through some difficult times to the present, when extensions and modernisation of the headquarters promise it a flourishing future.

STARTED ON NEWQUAY BEACH

In his usual humorous way, "Skipper" welcomed the members to the party by saying "It all started on Newquay beach. That's where I met her and I don't think we look so bad after 50 years." His recipe for a long happy life?—Co-operation.

Keeping a secret from "Skipper" is a most difficult feat but this time the members succeeded. He was obviously surprised when Shipmate Albert "Pop" Mortimore, D.S.M., a founder-member, vice-president and welfare officer,

Wear branch takes on 400 children

THE month's activities of the Wear Branch of the Royal Naval Association have included a Field Day for more than 400 of the members children.

The events were held at Seaburn Camp on the sea front, and every child received a gift. Fun and games and a good time was had by all with perhaps one exception, that of the entertainments chairman, Ken Nelson, who was slightly injured in a soccer game with the juniors.

The Field Day is an annual event and is much looked forward to.

Two standard dedications have taken place, one at Blackhall and one at Middlesbrough, and a good representative turnout was made (as is the custom) to these two important days in the area.

The most recent even was a morning Banyan Party which was rather severely dealt with by the weather, but the coach parties made headquarters in time to replenish that which had been consumed earlier.

Shipmate "Mattie" Davison, in addition to looking after the catering for the members, has taken movie films of all these events and will no doubt be "laying on" during a film evening at a later date.

DARTFORD NEW MEMBERS

The Dartford branch of the Royal Naval Association continues to make excellent progress and to date this year 16 new members have been enrolled.

Branch monthly meetings, social functions and weekly "mess deck gatherings" have all been well attended.

The "behind-the-scenes" work goes on too, and the widows and orphans of naval personnel have been helped so far as is possible. Working through the R.N.B.T. some £146 has been obtained in grants.

A PENSIONER FOR 43 YEARS

SIR.—Please find enclosed cheque for 8s. for renewal of NAVY NEWS subscription.

It may be of interest that my father, C.P.O. Edwin Cole, who retired from the Royal Navy in 1919 after serving in H.M.S. Hercules through the 1914-18 War, passed on on September 29, one week after his 88th birthday.

The British Legion, with Standard, attended the funeral, also two of his grandsons, P.O. J. R. Uglow and P.O. B. R. Uglow, both of Portsmouth Division.—(Mrs.) N. L. UGLOW, Hertford.

presented the couple with a basket of roses, a glass water set and a vase.

"This branch has been particularly fortunate in having "Skipper" for 12 years. He was elected chairman when the branch was formed in 1950," said Mr. Mortimore.

After tucking into the "big cats" provided by Mrs. Richards, the members were commanded by "Skipper" to "dance and skylark."

Lieut. and Mrs. Richards were married at St. Luke's Church, Plymouth, on October 5, 1912, three years after he had joined the Royal Navy as a Boy Second Class.

WAS AT ZEEBRUGGE

During the First World War Lieut. Richards was advanced to Leading Seaman and then to Petty Officer. He served in a torpedo boat on patrol off Plymouth. During the last two years of the war he served in P21, a patrol boat designed to look like a submarine. This boat took part in the famous Zeebrugge raid and had numerous clashes with German destroyers.

Just before the last war Lieut. Richards joined H.M.S. Kenya, a cruiser then being built and helped to commission her in 1940. In H.M.S. Kenya Lieut. Richards saw plenty of action and it was not long before the ship was being called "Lucky Kenya."

That was not surprising for the Kenya steamed 135,000 miles in just over two years, got convoys through to Russia and Malta, had her bows blown off by a torpedo and yet suffered only five casualties—none of them due directly to enemy action.

BOWS BLOWN OFF

The Kenya made three runs to Malta, including that last heroic effort in August, 1942. "We set off with 14 merchant ships and got through with five of them," recalled Lieut. Richards. "We lost the aircraft carrier Eagle, then a destroyer, then the cruiser Cairo. The Nigeria was hit and had to turn back. Down went the cruiser Manchester and then our bows were blown off by a torpedo."

With the help of other warships, the Kenya reached Malta but she was not allowed to stay and limped back to Gibraltar for temporary repairs to enable her to get home.

After 37 years' service, Lieut. Richards left the Navy he loved in July, 1946. But six years later he was back again in uniform and served another three years.

During his six years in Civvy-street, Lieut. Richards became chairman of the St. Austell branch of the Royal Naval Association and on his second demobilisation he resumed this office, a post he still holds.

WHERE WERE THE YOUNGSTERS?

SIR.—On Saturday, October 13, I again attended the Royal Naval Association's Annual Reunion, and it was a heart-warming sight to see so many of the older members on parade and carrying out the honoured duty of Standard Bearer.

As one of the "over-sixties" I was astonished to notice that there was a distinct lack of younger members at this annual parade. I am not suggesting that there were no younger members present, but the majority were those over 50—over 70.

I was speaking to one shipmate who is well over 70 and has been Standard Bearer of his branch for about 17 years and has attended every annual reunion as such, although he lives over 70 miles from London.

I would like to appeal, through the pages of "Navy News," to the younger members of the association to make every effort to attend the future annual reunions, especially the parade, remembering it as an honour and proud privilege for all of us to have served in the Royal Navy, so that when we have "passed on" the annual reunion will still be a great, and perhaps an even greater, occasion.—Yours, etc., H. H. BELL, Weymouth Branch.

The Royal Naval Benevolent Trust gave assistance in more than 3,000 cases in Portsmouth alone during the past year.

THE THIRD SEA LORD IS BARNES' VICE-PRESIDENT

Refused 'chair'— wanted enjoyment

THE Newcastle and Gateshead branch of the Royal Naval Association supported the recent Middlesbrough branch Standard dedication ceremony and would like to thank their hosts for a good time. The weather was perfect and the band excellent.

Rear-Admiral R. M. S. Hutton, C.B., C.B.E., D.S.O., received tremendous applause during his speech when he mentioned, to at least 200 shipmates, that No. 11 Area had more members than any other area.

At the Branch's General Meeting members were pleased to welcome their new president, Capt. G. Maund, D.S.O., R.N. (ret.), who refused the offer of the chair, saying he wanted to enjoy himself—not work!

The dance the branch is holding in H.M.S. Calliope on November 2 is a "sell-out" and a reasonable profit is expected. A feather in the cap of the hard-working committee.

The annual dinner has been arranged for March 23 next, and in this connection the members expressed recently their great appreciation to Shipmate Blyth, B.E.M., and his father, holder of the M.M. for their considerable help with printing.

ADMIRALTY—PLEASE NOTE

The Newcastle and Gateshead branch has a little "moan." A Royal Naval ship visited the Tyne recently and again the branch was not informed. The Newcastle chairman states it was a pity, for the branch is most anxious to extend its hospitality to visiting ships, but it must have notice beforehand in order to make arrangements. The chairman finished his "moan" by saying "Admiralty, please note."

National chairman has been sick

THE report this month from the Durham branch of the Royal Naval Association starts "At present our small branch is more like R.N. Hospital than R.N. Association."

When the report was written the National Council Chairman Shipmate "Frank" Wade was on the point of leaving hospital where he had been having his "tubes" attended to. Although far from well Shipmate Wade was present at the Blackhall Dedication ceremony, but "failed to surface" for the Middlesbrough function a week later.

Undoubtedly Shipmate Wade's dedication to Association affairs has brought about his sickness and an enforced rest is indicated.

MORE IN 'DRY DOCK'

Whilst in "dry dock" the National Chairman bumped into Shipmate "Jack" Pearce who was there for "minor repairs." The Standard Bearer and R.N.B.T. representative Shipmate "Dick" Heron has been severely hampered by a knee disability and was unable to attend the Annual Reunion. It was also reported that Shipmate Sunter was attending "Sick Bay" and it is hoped that he is getting well again.

Amidst all their "woes," the Durham shipmates were making efforts to act as hosts to other branches who were going to attend Trafalgar Day Sea Cadets' Parade at the Cathedral. As usual it was one of those "eleventh hour" affairs and Shipmate J. H. Egglestone, the branch secretary had quite a headache. The "Three Musketeers," Shipmates Sudder, Jodgson and Atkinson, came to the rescue and made arrangements for the catering of visitors.

The Durham branch is holding its annual buffet dance on December 14 and following that up with a "Smoker" on December 19 at the branch headquarters.

GILLINGHAM WINS STANDARD BEARER COMPETITION

THE Aldershot branch of the Royal Naval Association had the honour of carrying the Headquarters Standard this year at the annual reunion, the branch Standard Bearer, Shipmate Watts, having won the Standard Bearers' Competition last year.

This year the competition was won by the Gillingham branch Standard Bearer and Aldershot offers its congratulations to Gillingham, with the warning that Aldershot will be on its toes again next year.

AT the October meeting of the Barnes and Mortlake Branch of the Royal Naval Association, members present had the good fortune to witness the enrolment of a new member and, at the same time, a new Vice-President.

The Area Deputy Chairman, Shipmate Bates, Shipmate Cooper and Mrs. Cooper from the London South-West Branch, Shipmate Chairman

Clifton and Mrs. Clifton from Twickenham Branch, Shipmates Walker and Max and 21 branch members rose to the occasion of electing Vice-Admiral M. Le Fanu, C.B., D.S.C.

In accepting the position of Vice-President, Admiral Le Fanu said he thought that the Barnes and Mortlake Branch was in a fortunate position in having the First and Third Sea Lords heading the branch.

As Third Sea Lord, the new Vice-President said he is a very busy man. "Not quite as busy as the boss—Admiral Sir Caspar John—but busy enough," but he would put in as many appearances as possible and hoped that the branch would accept him on these conditions.

The branch heartily agreed and cemented the occasion by "splicing the main brace." The Vice-President then spoke to everyone individually.

Wakefield loses its President

THE death occurred in London on October 14 of Captain C. S. D. Noakes, Royal Navy (ret), President of the Wakefield and District Royal Naval Association for the past seven years.

Captain Noakes has been described as one of nature's gentlemen, and the members of the Wakefield branch found this to be very true. He took great interest in all branch activities, attending dinners, trips and socials, and nothing was too great or too much trouble for him when welfare or the interests of the Association were concerned.

His death is a considerable blow—not only to the Wakefield branch, but also to the Royal Naval Association.

The Minister of Defence has instructed a "top level" team of scientists to prepare a report on the future of the Navy.

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Command of Fleet Tug to First Lieutenant of a Pioneer Asdic Destroyer

A ROUGH TRIP TO GIBRALTAR

(In his October article *Neptune*, who joined the Royal Navy in 1904 as a young seaman, and who, in his previous 18 articles has told of his struggles for promotion, told of his first 'command'—the sea-going tug H.M.S. *St. Martin*—and of a strenuous struggle with the elements whilst towing a battle-practice target from Rosyth to Portland. On arrival at Portland he was met by his relief.)

It was with a sad heart I turned over the command of H.M. Tug *St. Martin* on February 6, 1923. Although I had not been very enthusiastic when appointed to her, I had become attached to this tough little ship. The three months that I had been in command had been no joy-ride. I had had a tough time but, in a sense, I had enjoyed it. I had gained considerable experience in seamanship, and furthermore I had acquired self-confidence, both in ship-handling and navigation and, what was more important, the need to make a decision and sticking to it, however difficult the conditions might be. I realised that I was still "A sailor in the making."



H.M.S. *Wessex* in 1923. Of 1,100 tons, this destroyer was sunk in action with enemy aircraft off the French coast, May 25, 1940.

Whilst on leave awaiting instructions I received the depressing news that I was discharged to H.M.S. *Victory* for a period of unemployment. It worried me to be, as it were, fodder for the Geddes Axe, and my friends seemed to delight in telling me that I 'had had it.' They were sure I would be informed that I had been compulsorily retired.

RURAL ACTIVITIES

As time went on I began to accept this view and, with economy as the key word, I sold my house in Portsmouth and moved into an ex-Army hut on the Hambledon road, my thoughts turning in the direction of chicken, eggs, rabbits, ducks, etc. I built chicken houses, rabbit hutches, even dug a pond for ducks. There were hedges to trim and ditches to clear, but this was not my

way of life and I had no enthusiasm for it.

I was driven nearly to despair, but I still hoped and prayed that I would be recalled to the career to which my life was dedicated.

After three months a letter arrived from the Admiralty. I was almost afraid to open it lest it contained the news that I most dreaded. When I did open it I could hardly control my excitement, for the news it contained seemed too good to be true. The letter contained my appointment as First Lieutenant.

My spirits rose rapidly—the horizon was now clearly defined. I was still considered worthy of serving my country in the Royal Navy, and I wished for no greater honour. I re-

ported on board the destroyer at Port Edgar, Firth of Forth, on May 8, 1923.

The "W" Class destroyers at that time were the very latest in design, and my experience as First Lieutenant of H.M.S. *Winchester* would be of some help to me. *Wessex* was armed with four 4-in. guns and Director, and two triple 21-in. torpedo tubes, and had a speed of 34 knots.

H.M.S. *Wessex* was one of four destroyers of the 6th Flotilla withdrawn from Reserve, to be known as the 11th Division, for the purpose of being fitted with A.S.D.I.Cs. The others were H.M. Ships *Windsor*, *Westminster* and *Westcott*, under the command of Cdr. A. J. L. Murray, Royal Navy, as Asdic specialist.

WORD TO BE WHISPERED

Whilst the word "Asdic" is used freely now, it was a word that was on no account even to be whispered in the years 1923-26. The installation was Most Secret.

The 11th Division was to operate with the Atlantic Fleet flotillas under Rear-Admiral Baird—the Rear-Admiral (D), whose flag was worn on board H.M.S. *Coventry*. He was still affectionately referred to as "Jock" Baird, just as he had been when he was Commander of H.M.S. *King Edward VII*.

Although the primary duties of the 11th Division were concentrated on Asdics, each destroyer had to be so organised as to be able to operate with the flotillas in day and night torpedo attacks on the battle fleet and to be ready to engage opposing destroyers in a gun duel and to create a smoke screen to shield the fleet.

ELEMENTARY EQUIPMENT

The Asdic equipment in those four pioneer asdic destroyers was very elementary compared with the present-day equipment. The oscillator had to be raised and lowered in a pear-shaped cage, constructed like an egg crate

made of metal. It was lowered through a trunk and secured at a point which allowed it to protrude below the keel. To screen the oscillator from water noises, a stout canvas cover was used: unfortunately the canvas split when speed exceeded 14 knots. It was quite a few years before the metal streamlined dome was introduced.

Another disadvantage with the early installations was that destroyers had to be stopped to lower the cage and again to hoist it into its housing position in-board, where it was suspended from what was termed "The Raft."

AT SEA WITH THE FLEET

During the summer of 1923, the 11th Division was continuously at sea with the Atlantic Fleet. The four destroyers were sweeping with the Asdic Beam from dawn until dusk, spread on a screen five miles ahead of the fleet in line abreast, the fleet zig-zagging to avoid submarine attack should submarines penetrate the Asdic screen undetected.

Much experience was gained by both the surface vessels and submarines. It was from the results of these exercises that the procedure for contacting a submarine, holding it, and directing another destroyer in for the kill was devised.

HANDLING DESTROYER AT SPEED

I personally gained much Asdic experience, for, I kept standing watches at sea, the Last Dog and Morning. The destroyers were spread on the Asdic screen at dawn, and closed in and took station astern of the Battle Fleet at dusk. I also gained experience of the handling of a destroyer at high speed and taking station. My imagination was fired, and I decided that during my spare moments, I would study the sub-

(Continued on page 11, col. 1)

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The bearded Chief kissed them all

BOOTLE ENTERTAINS H.M.S. ACHERON

A COURTESY visit to the Liverpool area is always tremendously enjoyed by A Naval ships. The recent visit of H.M.S. Acheron (Lieut.-Cdr. R. J. P. Heath, Royal Navy) was no exception.

Having been told, erroneously, that the submarine had been at sea for two years, during which time the sailors had seen neither drink nor girls, the local lovelies rallied round in force. If they were disappointed that the sailors were not all bearded, they only said so once at a local dance. Immediately an enterprising Chief Petty Officer, with a fine set of whiskers, satisfied their curiosity by lining up every girl in the room and kissing them all.

Local organisations vied with each other in their efforts to provide hospitality. Complimentary tickets and invitations to parties, dances, football matches, tours and visits poured in and everyone managed to make the most of a full social programme.

CRESTS EXCHANGED

The Mayor of Bootle (Alderman Simon Mahon, M.P.) entertained officers and ratings in the Mayor's parlour on a number of occasions, as well as giving an official reception at the magnificent, newly reconstructed Town Hall, for the officers and chief petty officers when crests were exchanged.



A corner of the "spread" laid out for children's party in H.M. Submarine Acheron

The National Association of Local Government Officers and Civil Defence Clubs both gave dances in honour of the visit, and local dance halls gave free entry to sailors in uniform. Even the officers managed to twist with the best of them to the intense amusement of all spectators.

Tickets were provided for local soccer and rugby matches, with refreshments both liquid and solid after the game, the name of Acheron being a passport to almost unlimited hospitality.

In return a constant stream of guests were shown round the submarine and entertained on board by the officers and ratings. At times it was a problem to find a spot out of the public gaze to change into shore-going clothes.

'ARE YOU ON NIGHTS'

On the Sunday afternoon the submarine took on the appearance of a Giles cartoon, when 30 local underprivileged children came on board for a party. Every nook and cranny was thoroughly explored, the periscopes rotated constantly and the diving klaxon was soon found and tested with devastating effect. One sailor who was having a much needed rest in his mess was woken by a small girl who inquired if he was on "nights."

Relative calm descended when they started the really serious business of the afternoon, which was eating. An enormous tea had been provided by the ship's company in the Chief Petty Officer's Mess. The high-light was a magnificent cake presented by a local baker. Only half was eaten at the party so the remaining portion was sent to the children's ward of the local hospital where it was much appreciated.

(Continued in column 4)

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Ganges 'Boys' meet after 52 years

SIR,—I am writing to tell you of a Reunion of two ex-Ganges "boys" after a lapse of 52 years.

The reunion took place at San Bruno, California, between Mr. L. M. Kerrison and Mr. S. C. Johnson. Mr. Kerrison's home is at Haynesville, Louisiana, whilst Mr. Johnson hails from Bishop's Stortford.

Mr. Kerrison has rather a unique record in that he served in the Royal Navy in the First World War and in the United States Navy in the Second World War, seeing much service in the Pacific theatre.

Mr. Johnson's visit coincided with another reunion—that of a "Sea Bees" unit, of which Mr. Kerrison was a member. Mr. Johnson was, I understand, guest of honour and spun some tales, and was given a tremendous reception.

Mr. Kerrison was in charge of the ceremonial guard with national and naval Colours much in evidence.

Mr. Johnson and Mr. Kerrison were both at Ganges in 1909.—NEIL MACDOUGALL, Catterick Camp.

Rear-Admiral James Figgins, C.B.E., the first Able Seaman to become a captain, has died at the age of 76.

(Continued from column 3)

The children on leaving were each given a bag of sweets and fruit and a photograph of Acheron by the First Lieutenant, Lieut. Michael Everett, who had disguised himself most effectively as the "Mad Hatter." The sight of the bus full of cheering, waving children made one realise how well worth while the effort had been.

As Acheron sailed from Bootle there was a real feeling of regret among the ship's company. Many of them said that it was the best visit they had ever had. The wonderful welcome, the generous hospitality and tremendous kindness of all on shore will long be remembered. The ties between sailor and civilian had again been strengthened and it is to be hoped that the Navy will be invited back to visit Bootle again soon.

ADMIRALTY CONSTABULARY

Vacancies for Constables exist in the Admiralty Constabulary. Initial appointment will be on temporary basis with prospects of permanent and pensionable service. Commencing pay of entrants is £550 a year, with nine annual increments of £25, making a total of £775. After 17 years' service a further increment of £25 is awarded making a final total of £800 a year. Uniform and boots are provided. There are good prospects of promotion. Candidates must be of exemplary character, between 21 and 48 years of age, at least 5' 7" in height (bare feet), and of British nationality. Prior to appointment they will be required to pass a medical examination and an educational test (unless holding a Service Certificate of Education). Educational tests are held quarterly in Portsmouth, Devonport and Rosyth; and at Londonderry, Northern Ireland.

Further information and application forms can be obtained from

The Chief Constable
Admiralty Constabulary, Admiralty, London, S.W.1

Serving naval personnel should make application through their Commanding Officer.

FLEET TUG TO DESTROYER

(Continued from page 14, column 5)

jects which had to be passed to qualify for a destroyer command. Spare moments for a first lieutenant though were few.

Every destroyer was under the eagle eyes of Captain (D) of Flotillas in the first instance, but Rear-Admiral (D), and the then Captain of the Fleet, W. W. Fisher, also took a very keen interest in the general appearance of the Flotillas and boats crews. This kept First Lieutenants, in particular, on their toes. When torpedoes were fired, as they frequently were, ship sides and upper deck paintwork became badly marked with oil and grease, which had to be removed immediately on return to harbour. No excuse could be made for a dirty or untidy ship, however difficult the circumstances might have been. There was keen competition between all First Lieutenants to obtain a word of praise for the smart appearance of their ship and boats crews. Such words very much pleased the Captain, and were music to the ears of the First Lieutenant.

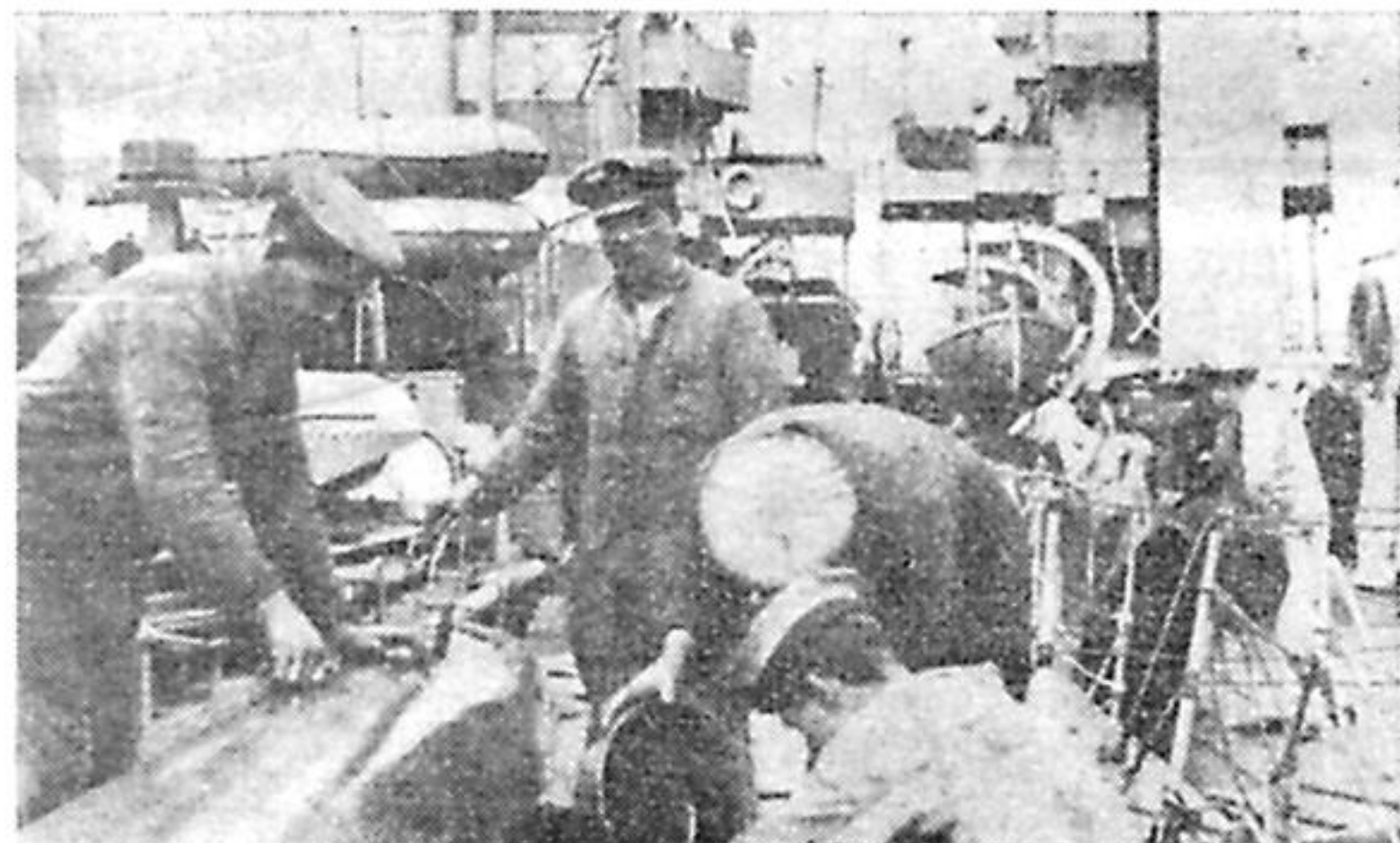
REPUTATION FOR SMARTNESS

To reach the standard expected, the

heavy rain. Course was altered into the Bay of Biscay, without sighting the Ushant Light, speed was reduced, and distance apart increased to 4 cables, whilst each destroyer hoisted a yard-arm group on the mainmast to act as a stern light.

We were in for a basting. Seas were 40 to 60 ft. in height, the mess decks of Wessex were flooded, mess tables and stools had collapsed, the funnel of the galley fire had been swept overboard, and the fire was out. It was fortunate, perhaps, that hammocks had been slung. Mess decks were in state of chaos and becoming smelly. The whole of the ship's company, 120 petty officers and men, were messed under the forecabin. There was nothing much that could be done, but just stick it out, until the weather moderated.

It was rough luck on the engine room and boiler room personnel. They had to keep their watches although they could not rest when off watch and furthermore, when making for the engine room and boiler room they had to risk getting wet through and, indeed, being washed overboard, as they dashed along the upper deck in the



Adjusting torpedoes in H.M.S. Wessex whilst berthed alongside H.M.S. Windsor

First Lieutenant had to be ready to dip his hand in his pocket, to augment the stingy allowance of cleaning material, approved by the Admiralty. A First Lieutenant was allowed 1s. 6d. per day in addition to his basic pay, but if he wanted his ship to be a pattern for others to follow, then his personal expenditure in cash, to achieve this, amounted to about 4s. per day. I, at least, thought it worth while, to create a reputation for the smartness and efficiency of H.M.S. Wessex, by incurring such an expenditure.

Due to the progress made by the 11th Division of Destroyers in the exercise of Asdics it was decided that H.M.S. Campbell, Flotilla Leader, and the four destroyers of the 12th Division were also to be fitted, and commissioned for service with the Atlantic Fleet. The 11th and 12th Divisions under Capt. "D" in Campbell constituted the 6th Destroyer Flotilla, the 11th flotilla to be completely equipped with Asdics.

Orders were received for the flotilla to proceed to Gibraltar for exercises with the Atlantic and Mediterranean Fleets, but as the fitting of the 12th Division had not been completed, the 11th Division were instructed to proceed independently.

ORDERED TO GIBRALTAR

It was early in January, 1924, that H.M.S. Windsor (Cdr. A. J. L. Murray) sailed from Portland, with destroyers Wessex, Westminster and Westcott. A moderate south-west gale was blowing, with heavy rain squalls. As progress was made down Channel, the wind increased, with continuous

dark. They took it in their stride and joked about it.

GREAT RESPONSIBILITY

What of the officers of the watch? Alone on the upper bridge, his responsibilities were great. Correct station-keeping was impossible, his only guide being the glow of a yard-arm group, as his next ahead climbed up an Atlantic roller, and reached the crest, where it seemed to pause for a second, before starting the downhill leg. In addition, he had to keep the reckoning; plot the D.R. position on the chart; write up the deck log and, above all, to keep a close watch for other vessels.

This he did for four hours, wet through and cold, his seaboots full of water, his eyes coated with salt from the spray, as wave after wave crashed over the forecabin. He not only had to watch his next ahead, he was conscious of his next astern, who might overrun him in the darkness. How he longed for his relief to arrive. If dawn broke during his watch, it brought with it a welcome relief from tension.

After three days and nights under these conditions, the Commander of the Division sent an interrogative signal "Shall we go on, or heave to?" The unanimous reply was "Go on." Cape St. Vincent was reached at midnight and, with the alteration of course, the wind and sea became quarterly and the rest of the passage to Gibraltar was bearable. The galley was lit up, hot drinks provided, ventilation opened up and air let into the mess decks.

'Wooden wall' makes her first move for nearly ninety years

20,000 WATCH AS UNICORN IS TAKEN TO NEW ABODE

SATURDAY, October 13, 1962, will go down in the history of Tay Division Royal Naval Reserve as a day to remember. For, at around 3.30 in the afternoon, "Operation Unicorn"—the moving of its drill ship, the 138-year-old wooden wall Unicorn, from one end of Dundee Harbour to the other was completed.

It was the first time Unicorn had moved out of her berth in Earl Grey Dock since she arrived in Dundee in 1873, and the culmination to a long, and what often appeared hopeless, struggle to keep the ship from being dispensed with entirely.

The interest aroused by the operation was quite fantastic. In an afternoon of weather that was perfect for the job, 20,000 people lined docksides and quays to watch. Streets were jammed, car parks packed, traffic disrupted. And how the crowd cheered when the old ship, almost as if she were proud of attracting so much attention and affection, dispelled all the grim forebodings of what might happen to her timbers under strain of moving.

In tow of two harbour tugs she fairly gambolled out through the lockway, out into the river and so to her new, and perhaps temporary, abode in Camperdown Dock.

IN WAY OF TAY ROAD BRIDGE

That Unicorn's life was to be seriously disrupted became evident

when plans for the approach to the projected Tay Road Bridge were drawn up some time ago. These were to involve filling in of two docks and a tidal basin—including Unicorn's abode.

What was to be the future of the ship?

Naturally Tay R.N.R. were desperately anxious to retain her as their headquarters—at least until their new shore establishment was built. But would she stand up to a shift at this stage of her life? Would not the expenses of dredging and organising the shift prove out of all proportion? Could the division not be accommodated in their classroom ancillary, the old Algerine minesweeper Circe?

At one stage things looked very grim and methods of disposal of Unicorn were being talked about. To get her out of the dock for breaking-up purposes was also obviously to involve cost of dredging. And dismantling her to the water line alongside was to amount to an astronomical figure—because she's as tough as they made them in those far-off days.

OFFER TO BLOW HER UP

One rather ambitious local contractor offered to blow her up on the spot. He'd had experience with motor launches during the war, he said. The difference in construction had obviously eluded him.

There were also one or two personal contacts with Admiralty. The most inspired and pretentious of these finally brought the desired answer.

The present commanding officer of the division, Capt. Peter Sime, along with former commanding officers, Capt. D. R. Miller, O.B.E., V.R.D., R.N.V.R. (Retd.) and Capt. J. C. L. Anderson, V.R.D., R.N.R. (Retd.) were welcomed in London by Lord Reith of Stonehaven, a war-time R.N.V.R. captain, who had offered to act as an intermediary in a meeting with the First Sea Lord.

Capt. Miller, as Chairman of Dundee Harbour Board, was able to tell the First Lord that another berth would be available for Unicorn and that he could facilitate dredging. Capt. Sime, as director of a big Dundee timber concern, was able to give assurances, based on his knowledge of woods and their condition, that the ship would stand up to the shift.

PREPARE TO MOVE

It was a great moment for the division when, on August 21, the message came back from London—"Admiralty have agreed to shift Unicorn. Following the operation a survey will be carried out on her."

Preparations for the move started immediately. Conferences were called. Best methods of towing were discussed. Plans were laid for integrating the ship and the shore drill sheds she would leave behind. All outboard fittings were removed. Her family of small boats were shifted to another dock. Gun ports were blocked up and, around her hull, was slung a "necklace" of wire hawser with towing eyes fore and aft.

On Friday, October 12, she was man-handled—with a tractor giving assistance—in a right angle shift to



The old and the new. Unicorn, with a helicopter overhead, moves down-river. (Photo.—John Leng & Co. Ltd.)

the wall of Earl Grey Dock opposite the lock-gates—a shift that was delayed by a sluggish tide and which must have raised in some minds the thought "Have they dredged deeply enough?" But it was accomplished, and, when Saturday dawned fair and sunny and still, all looked well.

Among heads of the Divisions departments and others specially invited on board for the move was a notable guest of honour, Lord Reith himself.

MOVED FROM TIDAL BASIN

At the vital hour of 1.30 thousands of people lined the Earl Grey Dock and tidal basin waiting patiently for the start. The harbour tug Castlecraig had backed into the lockway until her stern was near the gate. The second tug, Harecraig, lay just outside the lockway.

Harbour officials anxiously watched the tide gauge. At a time when the gates should have been open, there was still two feet short of water. It was two o'clock before the lock gates were opened, 30 minutes behind schedule and at 2.20 the Unicorn, her flags fluttering in the breeze, got under way. She moved slowly at first as parties with ropes manoeuvred her bow into the lockway. She moved through without mishap with feet to spare on either side and with Capt. Sime keeping anxious watch.

The crowd heaved a sigh of relief as the "Old Lady" and her escorts wheeled through a right-angled turn from the tidal basin. With a triumphant hoot on the Harecraig's whistle they were out in the stream. Accompanied by an unofficial escort of yachts and motor launches, and with a helicopter whirling overhead, she moved down-river. And it almost seemed as if every camera in Dundee was registering this historic moment.

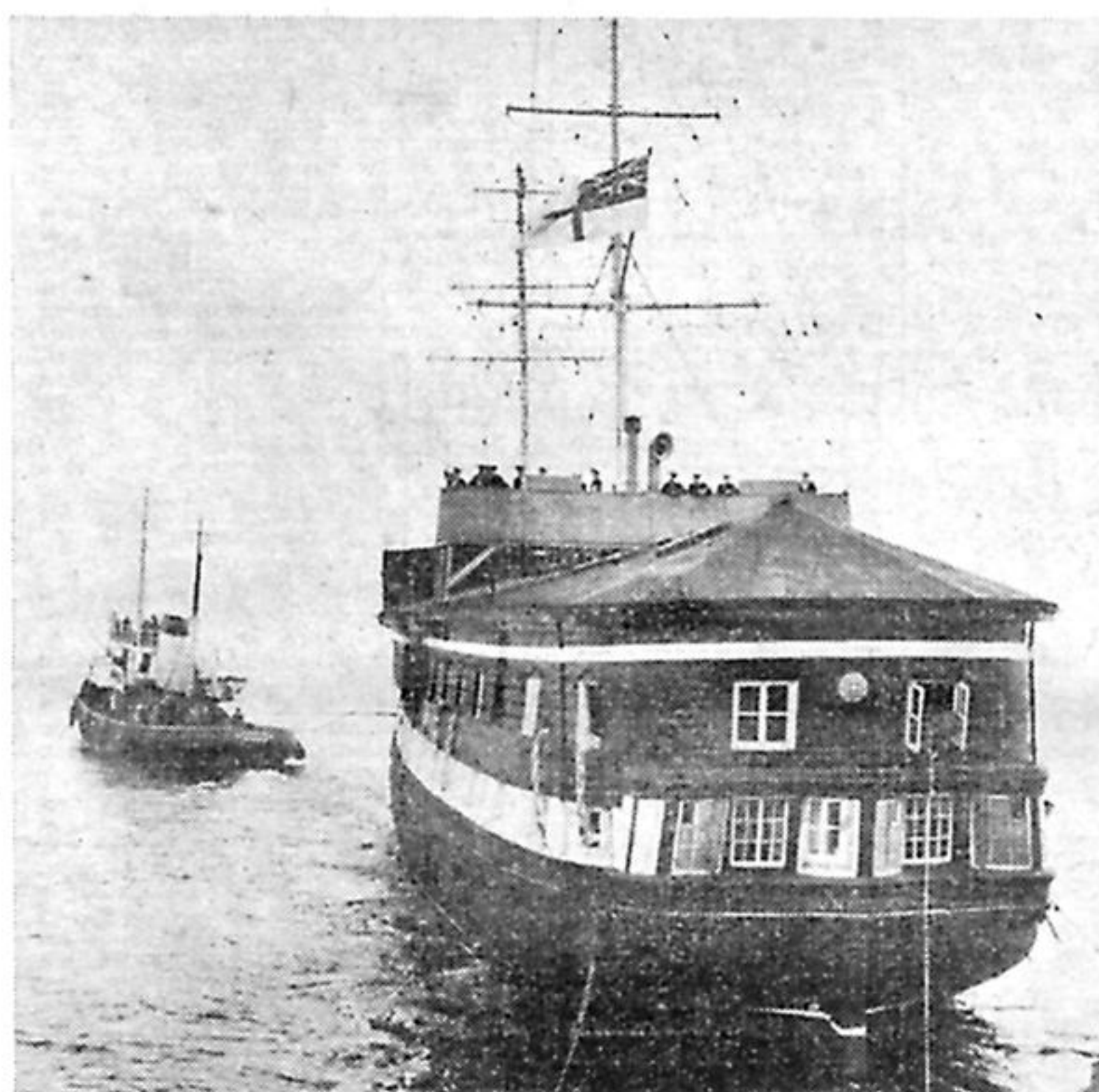
MOVE COMPLETED

Within 20 minutes she was being nursed through the lock-gates into her new dock. Another half-hour and she was berthed to cheers from another huge crowd gathered to greet her.

Lord Reith came down from the bridge to make a signal before joining the celebration party in the wardroom. Addressed to Lord Carrington, First Lord of the Admiralty at his home in Bedfordshire, it read: "Submitted Unicorn now at berth. No trouble or anxiety during tow and no pumping required.—Sime, Miller, Anderson, Reith."

"Operation Unicorn" had been safely accomplished.

With the exception of H.M.S. Victory, H.M.S. Unicorn is the oldest vessel still in service under the Royal Navy. She was built as a "fifth rate" of 1,084 tons and 46 guns at Chatham, being launched on March 30, 1824.



The 1824 ship—her timbers still apparently strong—clearing the tidal basin at Dundee. (Photo.—John Leng & Co. Ltd.)

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